

NORTH MONKLAND RAILWAY.

A MINERAL LINE, TWELVE MILES IN LENGTH.

The ALLOTMENT of the STOCK of this company will be made on FRIDAY, the 23rd current.

Intending applicants for shares will receive prospectus on application to the brokers of the company, Messrs. KERR, ANDERSON, and CO., Glasgow; Mr. WILLIAM BELL, Edinburgh; or to Messrs. MASSY and WATMAN, 5, Austin Friars, London.

SUBSCRIPTION FOR 18,000 SHARES OF £10 EACH, In 1800 Certificates of 10 Shares each, equal to £100 Stock each Certificate of

THE LOUTH AND LINCOLN RAILWAY,

TO BE WORKED BY THE

GREAT NORTHERN RAILWAY COMPANY,

At 20 per cent. of the gross receipts, as defined in the agreement ratified by and incorporated in the Act of Parliament.

Price of issue £92 10s. per certificate of £100, equal to £9 5s. per share.

With interest at 6 per cent. per annum (yielding to the investor nearly £6 10s. per cent. per annum on the price of subscription), up to 1st July, 1873, such period being ample for the completion of the line.

The due and punctual payment of the interest is absolutely secured for the whole of the above-mentioned period by the investment in Consols, now standing in the names of the undermentioned trustees, viz.:

EDWARD LEIGH PEMBERTON, Esq., M.P.; and
EDWARD BRYDGES WILLIAMS, Esq., M.P.,
of the amount necessary to pay the same, as certified below.

COPY OF CERTIFICATE OF INVESTMENT IN CONSOLS.

We hereby certify that £17,000 Consols have been invested, and are now standing in our names for the payment of interest to the holders of the shares in the Louth and Lincoln Railway, offered for subscription in terms of the prospectus for the issue of the said shares, dated this day, and in accordance therewith.

EDWARD LEIGH PEMBERTON, } Trustees.
EDWARD BRYDGES WILLIAMS, }

Dated London, 8th December, 1871.

Messrs. SHORTER AND KING are authorised to RECEIVE APPLICATIONS for 18,000 SHARES of the LOUTH AND LINCOLN RAILWAY, in 1800 Certificates of 10 Shares each, being part of 25,000 shares constituting the capital of the company.

The price of the shares now offered is £92 10s. for each certificate of 10 shares (equal to £100 stock), and payment will be accepted as follows:—

20	"	"	allotment.
20	"	"	20th January, 1872.
20	"	"	20th February, 1872.
20	"	"	20th March, 1872.

Interest will accrue on the deposit and payment on allotment from the date of allotment, and on each subsequent instalment from the date of payment thereof, at the rate of 6 per cent. per annum.

The payment of such interest will be made half-yearly, on 30th June and 31st December. The first payment of interest will take place on the 30th of June next.

The privilege is reserved to subscribers to pay up the whole of the instalments on allotment, which case interest, at the rate of 6 per cent. per annum, will run from the date on the whole £100 certificate, equal to £6 10s. per cent. per annum on the amount invested.

By reference to the map it will be seen that the Louth and Lincoln Railway (coloured red) supplies a much needed link for connecting, by a more direct communication, the Port of Great Grimsby—where large and commodious new docks for the accommodation of the rapidly increasing shipping have lately been constructed—with the Midland Counties.

This is effected by a junction at Louth with the system of the East Lincolnshire Railway (coloured green)—a line leased to the Great Northern Railway Company, and returning to its shareholders a guaranteed dividend of 6 per cent. per annum, and whose stock is now quoted £135 per £100 stock.

By special agreement ratified by, and incorporated in, the Act of Parliament, the Great Northern Railway Company is, on completion, to manage, stock, and work the Louth and Lincoln Railway, and, after payment of outgoings as detailed in agreement, to pay over to the Louth and Lincoln Railway Company 80 per cent. of the gross receipts.

The Great Northern Railway Company's receipts are about £90 per mile per week on the whole of its system of 40 miles, and for some years past has been increasing yearly, in common with all other railways.

The Louth and Lincoln Railway will ultimately, it is believed, equal the average take of the Great Northern Railway system, but estimating the traffic at only about one-half, or £46 per mile per week, this would give the company a net receipt of nearly £23,000 per annum; in which case, after paying the debenture interest, there would be a surplus income of £21,780, or nearly 10 per cent. per annum on the whole share capital.

There are no preference shares to absorb any part of the profits earned by the company.

Considerable progress has already been made in the construction of the line, and the contractors are under engagement to finish the line on terms within the capital of the company, by the 1st December, 1872. Pending the construction, and, up to 1st July, 1873, interest on the 18,000 shares, now offered for subscription will be paid at the rate of 6 per cent. per annum on the full £100 per certificate during that period.

In pursuance of this guarantee £17,000 Consols—an amount amply sufficient to cover the amount of interest for the whole of such period—have been invested, and are now standing, in accordance with the before-mentioned certificate, in the joint names of

EDWARD LEIGH PEMBERTON, Esq., M.P., and
EDWARD BRYDGES WILLIAMS, Esq., M.P.,
who have consented to act as trustees, and will apply such amount thereof as may be necessary to ensure the punctual payment of the interest above referred to as it falls due.

The share capital of the company is £250,000, in 25,000 shares of £10 each—the shares now offered being part thereof—with the usual borrowing powers—viz., £85,000 in debentures.

Provisional certificates of 10 shares each will be issued in exchange for the bankers' receipts, to be substituted, when fully paid up, for certificates of the company, the shares being then transferred into the name of each applicant, free of all stamp duty or other charges.

It is intended to make the allotment of shares as follows:—

Two-thirds (or 12,000 shares) to be allotted among the applicants desiring to pay up in full on allotment; and

One-third (or 6,000 shares) to be allotted among the applicants desiring to pay up by instalments.

Applicants who may be shareholders in the Great Northern Railway Company, or East Lincolnshire Railway Company, will be specially considered.

If no allotment be made the deposit will be returned forthwith without deduction.

Copies of the Company's Act of Parliament, containing the agreement with the Great Northern Railway Company, may be seen at the offices of the company, and at the offices of Messrs. SHORTER AND KING, 26, Birch Lane, Lombard-street, E.C., London.

Applications, accompanied by the payment of £10 for each certificate applied for, will be received on the form given herewith, which must be filled up and forwarded to the Consolidated Bank (Limited), 52, Threadneedle-street, London; or to Messrs. SHORTER AND KING, 26, Birch Lane, Lombard-street, E.C., London, of whom prospectuses may be had.

Dated London, 26, Birch Lane, Lombard-street, 8th December, 1871.

THE DIRECTORS AND OFFICERS OF THE LOUTH AND LINCOLN RAILWAY ARE:

CHAIRMAN:

EDWARD HENRAGE, Esq., Hainton Hall, Lincolnshire—CHAIRMAN.

Sir GEORGE BOWYER, Bart., Radley Park, Berks.

WILLIAM THOMAS KIME, Esq., Louth.

EDMUND TURNOR, Esq., M.P., Pantons Hall, Wragby, Lincolnshire.

ENGINEERS:

THOMAS MYERS, Esq.

J. H. TOLME, Esq.

FREDERICK SHARPLEY, Esq.

OFFICES, GOSPEL GATE, LOUTH.

The Louth and Lincoln Railway—coloured red on the plan accompanying the prospectus—is incorporated under Act of Parliament of 1866.

The following particulars regarding the line are extracted from the statement published by the company:—

The Louth and Lincoln Railway, about 24 miles in length, commences on the Great Northern Railway, near Lincoln, passing through the rich agricultural and mineral district of Central Lincolnshire, and terminates at Louth, on the East Lincolnshire line, whence the traffic will be duly and efficiently conveyed by the Great Northern Company, according to their agreement, along the East Lincolnshire Railway, to Great Grimsby, thus forming the most direct communication between that flourishing seaport and the Midland Counties.

The Louth and Lincoln Railway will also secure to East Lincolnshire, and to the district through which the line runs, direct access to the North of England, in connection with trains running via Lincoln by the Great Northern Railway, as well as to the manufacturing districts of Lancashire, by the Manchester, Sheffield, and Lincolnshire Railway.

By the construction of this line a saving in distance will be effected of 34 out of 28 miles between Louth and Lincoln over the present circuitous route via Boston. From Louth and its neighbourhood large quantities of agricultural produce are sent to the Midland manufacturing districts.

In addition to the ordinary passenger traffic, a considerable income will be derived from visitors frequenting Cleethorpes—the principal watering-place on the Lincolnshire coast, distant only four miles by railway from Great Grimsby. Cleethorpes is regarded as the Margate of the Midland district, and during the season numerous excursion trains run daily. By the Louth and Lincoln Railway a saving of nearly three hours will be effected in the journey.

The accompanying map will give the best idea of the value of the line. The cost of the line, taken at the share capital, will be only £13,500 per mile, the average of English railways being £34,000 per mile.

The commercial value of the Louth and Lincoln Railway is much enhanced by the large mineral traffic which it will command from the Derbyshire, Nottingham, and Erewash Valley coal fields, also from the working of the extensive beds of ironstone which are situated on both sides of the line, according to the accompanying report of Mr. Roseby, mining engineer, whereby it will be seen that he estimates the quantity of ironstone of excellent quality, in the neighbourhood of Apley, to be 35,000,000 tons per square mile, which, taking only two square miles on each side of the line for a distance of three miles, gives in this area 420,000,000 tons of stone; and again, at Dobbington, where the line

crosses extensive beds of the same mineral, he calculates 9,000,000 tons per square mile.

Mr. Myers (the company's engineer) estimates the gross revenue as follows—

From the coal traffic, 300,000 tons, at 3/4 of 1d. per ton per mile, over the whole line £18,750

From the carriage of ironstone, 250,000 tons, at 3/4 of 1d. per ton per mile, over 14 miles 9,114

From passenger and ordinary good traffic 3,000

Deducting 50 per cent., payable to the Great Northern Railway, for working, as per contract 28,922

Not revenue 28,932

Less 5 per cent. interest on £83,000 debenture capital 4,150

There would remain £24,782

Equivalent to about 10 per cent. dividend on the whole share capital.

The shares of the East Lincolnshire Railway, with which the Louth and Lincoln Railway forms a junction at Louth, and which is leased to the Great Northern Railway Company, with a guaranteed dividend of 6 per cent. per annum, are quoted at £135 per £100 stock.

At the price at which the shares now for subscription are offered, viz.:—£92 10s. per £100 certificate, it will be seen a very large margin exists for increased value, whether this line be leased, as the East Lincolnshire has been, by the Great Northern Railway, or not, as the traffic on the above basis would justify a still higher price.

Dated London, 8th December, 1871.

Subscription for 18,000 shares of £10 each, in 1800 certificates of 10 shares each, equal to £100 each certificate,

LOUTH AND LINCOLN RAILWAY,

TO BE WORKED BY THE

GREAT NORTHERN RAILWAY COMPANY.

Price of issue £92 10s. per certificate of £100, equal to £9 5s. per share.

With interest at 6 per cent. per annum (equal to nearly £6 10s. per cent. per annum on the price of subscription). Interest secured during construction up to 1st July, 1873, by investment in Consols, in the names of trustees.

FORM OF APPLICATION.
(To be retained by the bankers).

To Messrs. Shorter and King, 26, Birch Lane, E.C., London.
GENTLEMEN,—Having paid to The Consolidated Bank (Limited), the sum of pounds, being £10 per certificate on my application for certificates of 10 shares of £10 each of the Louth and Lincoln Railway Company (to be issued at £92 10s. per certificate), I request you to have transferred to me that or any less number of the said shares, and I hereby agree to accept such transfer, and to pay the balance in respect of such shares according to the terms of the prospectus, dated 8th December, 1871.

Name (in full)
Address
Profession (if any)

Date 1871. Signature
(Addition to be signed by applicant desiring to pay up the instalments in one payment on allotment).

It is my intention to pay up my subscription in full, on allotment, in terms of prospectus. Signature

SUBSCRIPTION FOR 18,000 SHARES OF £10 EACH, In 1800 Certificates of 10 Shares each, equal to £100 Stock each Certificate of the

LOUTH AND LINCOLN RAILWAY.

Notice is hereby given, that the LISTS OF APPLICATION for the above will be CLOSED on MONDAY, the 18th, for LONDON, and on TUESDAY, the 19th instant, for COUNTRY APPLICATIONS.

SHORTER AND KING.

26, Birch Lane, London, E.C., Dec. 13, 1871.

THE CHANS SILVER-LEAD MINING COMPANY

(LIMITED).

MINES ADJACENT TO THE WINE DISTRICT OF THE DOURO, IN PORTUGAL.

Divided into 6000 shares of £5 each. Fully paid-up.

No further liability.

The laws of Portugal relating to mines are said, perhaps justly, to check enterprise; on the other hand, they afford an extraordinary security to shareholders in mining companies; for a concession of a mine is granted only upon the recommendation of the Council General of Public Works, given on the report of the Inspector of the district, who is required personally to examine and describe fully the nature and richness of the ore in the mine, and its principal conditions.

The Government require "that the captain desirous of being appointed to manage a mine shall prove, by authenticated documents, that he has (during two years) had the management of a mine to the satisfaction of his employers, or holds a certificate from a School of Mines as a competent engineer."

DIRECTORS.

JOSEPH ALLEN, Esq., St. Mark's-square, West Hackney.

G. E. GREEN-EMMOTT, Esq., J.P., Emmott Hall, Lancashire (late Gold Commissioner, New South Wales).

Captain JAMES RODGERS, J.P., Junior United Service Club, S.W.

WILLIAM FORBES, Esq., Portobello, Edinburgh.

BANKERS—THE IMPERIAL BANK, Lothbury, E.C.

AUDITORS—Messrs. SMITH, HAYES, & CO. (Public Accountants), 65, Basinghall-street, E.C.

TEMPORARY OFFICE.

225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

SECRETARY—MR. R. H. RUSSELL.

The company has been incorporated in accordance with the Companies Act, 1862 and 1867, by Messrs. FARRAR and FARRAR, of 12, Goddard-street, Doctors Commons, where Memorandum and Articles of Association, Lease of Property, and Contract can be inspected.

PROSPECTUS.

The object of the Chans Silver-Lead Mining Company (Limited) is to take on lease for 30 years a property granted by the Portuguese Government in perpetuity to R. H. Russell, Esq., of Oporto, Merchant, in 1870, on very favourable terms, and at the yearly rent of £20, or the unusually low dues of one-twentieth part (1-20th), and to develop discoveries of the rich silver-lead ore already made in the mine.

The concession embraces an area of 172 acres; through it extend numerous lodes running east and west, as well as cross lodes (north and south) together with dykes of trap-rock, and other phenomena usually found in great lead-producing districts. The strata in which the lodes are embedded are clay-slates or schistose rock, some of which in the immediate proximity are highly micaceous. A paramount feature is that the junction of the rocks takes place at the outcrop or base of granite in the concessions; the value of such a position in a geological point of view cannot be overestimated.

The mines may be opened, and rendered remunerative at a comparatively trifling cost, compared with works of a similar description at home, as the lodes are being operated on from several levels or adits at the same time, and the ore conveyed by passes without loss of material or cost in transit.

The lodes already examined and proved are known as the Costa, Iona Pereira's and the Barber's, lodes; the two former are east and west, the latter north and south. The dip or inclination from the perpendicular is only about 9 in. to 1 ft. per fathom west and south. The lodes vary in size from 18 in. to several feet, and are composed of quartz, carbonate of lime, a little barites, iron pyrites, and goossan, indeed all the usual well recognised constituents of prolific veins.

The precipitous character of the hills, as may be seen by the plans and sections, show the ease with which the veins may be commanded, rendering lengthened and tedious descriptions unnecessary; hence the comparatively small sum proposed to be subscribed, which it is confidently believed will be ample for all purposes. From point to point one of the lodes is 800 feet across, and 400 feet above the river; it is calculated that this vein alone will yield 4 in. of solid lead ore per fathom, which will of itself afford a brilliant remuneration to the explorers.

Adits have been commenced towards the points of intersection on the vein to the east and west, which can be completed at a small outlay.

Messrs. French and Smith, metal brokers, report on a parcel of partially dressed ore, sold through their medium, that the value of such ore, in dressed parcels of 50 tons, realised from £13 to £14 per ton.

Miners' wages run at 1s., carpenters and masons, 1s. 6d. to 2s., and boys and women, 6d. per day.

The cost of raising and dressing the ore from the several lodes, and including the captain's wages, is estimated at about £2 15 0 per ton.

Add bags and cartage to the River Douro £0 10 0

„ freight to Oporto 0 10 0

„ to London 0 15 0

„ expenses on sale 0 15 0 = 2 10 0

Total £5 5 0

which will sell at from £10 to £14 per ton, and the cost diminish as the works extend.

These calculations are based on the maximum of estimates.

Mr. Russell has purchased the land of the sett on which are the Iona Pereira and Barber's lodes, and both are included in the present lease.

The village of Chans awards bounties for the miners.

The advantages presented for the development of the property are of the most favourable character, as by driving cross-cuts into the hill some of the most valuable silver-lead lodes in Portugal will be opened up.

The reports of the mining agents who have inspected this property confirm that of Captain Summers Glenwright in stating it to be one of the most valuable undeveloped properties in that country.

By Messrs. JOHNSON and MATTHEW—Stone of ore Iona Pereira Lode: 79 per cent. of lead and 9 oss. of silver to the ton of ore.

By Mr. CLAUDET—on some dirty ore from the Barber's Lode: 65 per cent. of lead and 5 oss. of silver to the ton of ore.

By Mr. WILLIAM WHITE (Professor of Chemistry): Sample marked No. 1.

79.2 per cent. of lead, and 5 oss. 17 dwts. 19 grs. of fine silver to the ton of ore.

Sample marked No. 2.

70.4 per cent. of lead, and 8 oss. 6 dwts. 14 grs. of fine silver to the ton of ore.

Prospectuses, plans, and forms of application for shares, with all information required, may be obtained of the Secretary.

* The only contract entered into on behalf of the company is one dated Oct. 9, 1871, between the Chans Silver-Lead Mining Company (Limited), of the one part, and Robert Henry Russell, of the other part.

THE MAMMOTH COPPEROPOLIS OF UTAH

(LIMITED).

ARMSTRONG'S COPPER AND SILVER MINE.
NOTE.—From the description given by Captain Tilden, and the report of Mr. Francis Fowler, M.R., and Member of the Institute of Civil Engineers (who was selected by the Saturn Silver Mining Company of Utah to examine the property of that company, and who has lately examined this property), it appears to be one of the most valuable and remarkable mines in the now famous territory of Utah, and from its present development capable of furnishing ore which can be sent to New York or to England, sufficient to pay from £150,000 to £200,000 per annum.

Capital, £150,000, in 15,000 Shares of £10 each, 10,000 of which are offered for public subscription.

£1 per share payable on application; £2 per share on allotment. The remainder to be called up in two instalments—£3 10s. on the 15th February, and £3 10s. on the 15th April. And on the shares being fully paid up, warrants to bearer can be issued.

If no allotment is made the deposit and all payments on the shares will be returned in full.

Subscribers paying up their shares in full on allotment will have the right to receive share warrants to bearer, the stamp fees being paid by the company.

DIRECTORS.

The Right Hon. LORD CLAUD HAMILTON, M.P.—CHAIRMAN.

J. H. CRAWFORD, Esq., Lieut.-Colonel COOCH.

JOHN ELLIOTT, Esq., MORRIS KING, Esq.

BANKERS—LONDON AND COUNTY BANK and branches.

SOLICITORS—Messrs. SHEPPARD and RILEY, Moorgate-street.

SECRETARY—CHAS. W. COOK, Esq.

OFFICES (pro tem.)—25, MOORGATE STREET.

The SUBSCRIPTION LIST will CLOSE for LONDON on MONDAY next, the 18th inst., and for THE COUNTRY on TUESDAY.

PRUSSIAN MINING AND IRONWORKS COMPANY

(PREUSSISCHE BERGWERKE-UND HUTTEN-ACTIEN-GESELLSCHAFT.)

BALANCE-SHEET UP TO 30TH JUNE, 1871.

ACTIVA.

1.—Immobile property, 1870 Ths. 483,517 28 0

Increase, 1871 42,941 21 3 = 526,459 19 3

2.—Engines, machinery, tools, and furniture, 1870 151,880 9 10

Increase, 1871 6,153 5 6 = 158,033 15 4

3.—Stock of iron, coal, ores, & materials, and cash account, 1870. 114,961 11 8

Increase, 1871 46,395 22 4 = 161,357 4 0 = 815,850 8 7

1.—Immobile property, 1870 125,923 15 3

Increase, 1871 — = 125,923 15 3

2.—Engines, machinery, plant, tools, and furniture, 1870 31,003 17 5

Increase, 1871 2,660 1 3 = 33,663 18 8

3.—Stocks of ores, materials, and cash account, 1870 27,776 10 7

Increase, 1871 12,235 28 10 = 40,012 7 5 = 199,599 11 4

1.—Immobile property, 1870 629,387 9

Increase, 1871 50,460 4 4 = 685,817 5 1

2.—Engines, machinery, plant, tools, and furniture, 1870 181,875 23 11

Increase, 1871 32,258 17 3 = 215,134 16 2

3.—Stock of coals and materials, and cash account, 1870 10,836 21 0

Increase, 1871 168 2 9 = 11,004 23 9 = 911,936 15 0

1.—Immobile property, 1870 614,153 6 11

Increase, 1871

Registration of New Companies.

The following joint-stock companies have been registered:—

WEST INDIA PRODUCE MANUFACTURING COMPANY (Limited).—Capital, 50,000*l.* In 10,000 shares of 5*l.* each. This is a trading company formed to acquire plantations in the West Indies, to cultivate them, and dispose of the produce. The subscribers, who take one share each, are:—A. J. Popham, 18, Great St. Helen's; G. Hooper, Winwood House, Canonbury Park; Major W. H. Parliash, Kingston-on-Thames; A. H. Paynter, 38, Onslow-square, Brompton; E. Morgan, M.D., 14, Tyndall-place, Canonbury; William Cuthbertson, 2, Moor-gate-street; R. Muford, 2, Moor-gate-street.

STRANTON IRON AND STEEL COMPANY (Limited).—Capital, 100,000*l.* In 10,000 shares of 10*l.* each. This company intends to carry on the business of smelters and manufacturers of iron at West Hartlepool. The promoters are:—A. Higgins, 31, St. Swithin's-lane, 100 shares; A. W. Barnett, Westminster-chambers, Victoria-street, 200; R. O. Buckley, 27, Fenchurch-street, 100; A. R. Quincy, 21, Mincing-lane, 100; James Colquhoun, 1, Royal-terrace, Edinburgh, 100; A. Davey, George-street, Sheffield, 100; and J. H. Mackenzie, Crown-court, Old Broad-street, 100.

NOTTINGHAM BUILDERS' BRICK COMPANY (Limited).—Capital 20,000*l.* In 2000 shares of 10*l.* each. This is a local company formed to purchase and carry on the business of a Mr. W. Terry, of Sneinton, Brick and Tile Manufacturer. The subscribers are:—H. Marriott, 81, Great Alfred-street, Nottingham, 200 shares; Frederick Goddard, 1, Clifton-avenue, Nottingham, 400; D. Ewes Lyman, Belgrave-square, Nottingham, 150; John Attenborough, 67, Sherwood-street, Nottingham, 50; W. Ward, 21, Mansfield-road, Nottingham, 100; W. Slim, 18, Mansfield-street, Nottingham, 100; H. Vickers, 15, Wilford-road, Nottingham, 50; R. Stevenson, Portland-road, Nottingham, 100.

JARVIS ISLAND SILVER COMPANY (Limited).—Capital 100,000*l.* In 10,000 shares of 10*l.* each. This company proposes acquiring a certain mineral property near Lake Superior, Ontario, in extent about 6400 acres, known as the Jarvis Location. The subscribers (who take 10 shares each) are:—W. Ansell, The Mount, Farningham; John Walker, London, Ontario; H. F. McEwen, Mid-dearborough-on-Tee; Alex. McKewen, Lombard House; J. Barclay, Glasgow; William Heiderwick, 15, Throgmorton-street; W. A. Callander, The Grange, Shepherd's Bush, London.

ELIAS MARTIN AND SONS (Limited).—Capital, 50,000*l.* In 10,000 shares of 5*l.* each. This company is formed to purchase from Messrs. E. Row, George Calne, W. H. Palmer, and Joseph Cox the right to raise and quarry china-clay and stone in lands situate in the parish of St. Austell, in Cornwall. The subscribers are:—E. H. Row, 39, Lombard-street, 100 shares; J. H. Cox, 12, North-building, 10; George Calne, 22, Burlington-road, 10; W. H. Palmer, 21, Greenham-street, 10; John Wright, 18, Barnaby-grove, 10; Frederick Bradley, 71, Mark-lane, 10; A. W. S. Row, Lower Phillimore-place, 10.

CALIFORNIA PROSPECTING COMPANY (Limited).—Capital, 10,000*l.* In 1000 shares of 10*l.* each. This association is formed to prospect and acquire an interest in mining property in California, or elsewhere in America. The subscribers (who take one share each) are:—H. L. Holderness, 112, Brompton-road; Alfred B. Bumpus, Courtland-terrace, Merthyr Tydfil; H. W. Bateman, Peckham Rise; J. Wallis, 41, Arthur-road, Holloway; James Collins, 12, Paul-grove; H. H. Hutchinson, 35, St. Mary's-square; and H. Wilson, 41, St. Paul-grove, London.

CANNOCK AND LEACROFT COLLIERY COMPANY (Limited).—Capital 50,000*l.* In 500 shares of 100*l.* each. This is a colliery company that intends carrying on operations at Cannock. The subscribers are 15 in number, the first seven of them being as follows:—P. Elwell, Union-street, Wolverhampton, 20 shares; W. Shoolbred, New Bridge, Wolverhampton, 25; F. Walker, 10, Dudley-street, Wolverhampton, 20; Frederick Weaver, Tettenhall, Wolverhampton, 20; H. J. Lloyd, 62, Darlington-street, Wolverhampton, 10; Thomas Walker, 23, Darlington-street, Wolverhampton, 20; H. Hall, Brerley Hill, 10.

MAMMOTH COPPERMINE OF UTAH (Limited).—(Armstrong's Copper and Silver Mine).—Capital 150,000*l.* In 15,000 shares of 10*l.* each. This company is formed for the purpose of acquiring a freehold mining property known as the Mammoth Claim, on the Mammoth Vein, and locally called the "Copperopolis of Utah." The subscribers, who take one share each, are:—S. W. Riley, 28, Moor-gate-street, E.C.; J. H. Crawford, Whitebark, Buntingford, Herts; W. J. Valentine, Holmdale, Gipsy Hill, Norwood; F. Fowler, Aylesbury; Thomas Tilden, 7, George-street, Hanover-square; John E. Dudley, 5, Louthbury; W. B. Valentine, 1, Denmark Villa, Dulwich-road, Penze.

MARBELLA IRON ORE COMPANY (Limited).—Capital 300,000*l.* In 300,000 shares of 10*l.* each. This company is formed to acquire certain iron mines, the property of Messrs. W. and S. B. Malcolm, of Glasgow, situate at Marbella, in Spain. The subscribers are:—George Anderson, M.P., Reform Club, W. Malcolm, 22, Exchange-square, Glasgow; Samuel S. Malcolm, Exchange-square, Glasgow; Edward Norton, 10, Lower Calthorpe-street; Henry Bastable, 35, Argyle-street; J. P. Saunders, Walthamstow; D. B. Garnham, Rendlesham-road, Lower Clapton. These each take one share.

STANDARD MARINE INSURANCE COMPANY (Limited).—Capital 1,500,000*l.* In 50,000 shares of 30*l.* each. The subscribers are:—Benjamin C. Nicholson, 10, Water-street, Liverpool; Stephen Williamson, Alexandria-buildings, 19, James-street, Liverpool; Nicholas Duckworth, Exchange-buildings, Liverpool; H. J. Gladstone, 4, Union-curt, Castle-street, Liverpool; David Jardine, London Chambers, High-street, Liverpool; John Williams, Old Castle-buildings, 25, Reson's-row, Liverpool; R. Rankin, 5, South John-street, Liverpool; R. Brocklehurst, Red Lion Chambers, Red Lion-street, Liverpool; C. R. Iken, 11, Dale-street, Liverpool; D. James, Richmond-buildings, Chapel-street, Liverpool. Each of whom takes up 500 shares in the undertaking.

MONTE LORETO GOLD AND COPPER MINING COMPANY (Limited).—Capital 30,000*l.* In 6000 shares of 5*l.* each. This company is formed to acquire and work the Monte Loreto Mine, in the district of Castiglione, Chiavari, Italy. The subscribers are:—A. P. Stanford, 6, Great Winchester-street-buildings, 1300 shares; A. G. Gillico, 5 and 6, Great Winchester-street-buildings, 1200 shares; Charles Cadogan, 54, Old Broad-street, 600 shares; Frederick Braby, Mount Henley, Sydneyham, 300 shares; John Field, 9, Warford-court, 600 shares; F. R. Wilson, 20, St. Helen's-pale, 300 shares; J. Y. Watson, 1, St. Michael's-alley, 600 shares; Charles J. H. Alphonse, 75, Old Broad-street, 600 shares.

Meetings of Mining Companies.

ALMADA AND TIRITO CONSOLIDATED MINING COMPANY.

The half-yearly general meeting of shareholders was held at the offices, Finsbury-circus, on Wednesday,

Mr. HERBERT HEATH in the chair.

Mr. DENNIS (the secretary) read the notice convening the meeting. The report of the directors (which was taken as read) appeared in last week's Journal.

The CHAIRMAN said that the revenue account showed that there had been made a net profit of 388*l.* during the half-year ending June 30—every expense having been paid, that was the amount of the actual net profit realised from the six months' operations. The third paragraph in the report referred to the loss incurred during July (550*l.*), the cause of which was explained by Mr. Clemes in a letter which followed. Mr. Clemes had had to contend with two strikes amongst the miners, which he had fortunately been able to overcome, without making any concession whatever; in addition to this, Mr. Clemes had had exceptionally hard rock to drive through a portion of the time, causing larger expenditure of power. In their last report the directors showed that for ten months the average had been 2425*l.* per month, but in the report now submitted the average was 2524*l.* per month for the six months. The profit in the previous ten months was 715*l.*, as against 648*l.* during the six months ending June, the reason, as he stated, being the very hard ground, and the great expenditure incurred in powder for blasting. As to the black ore, which was an important element in the success of the enterprise, Mr. Clemes told them that he should be able to return about 10 tons per month in his concentrated form, the value of which, according to his own assays, was 284*l.* of silver per ton, the lowest assay yielding 210*l.* Mr. Clemes, however, did not consider the lowest a correct assay, and, therefore, was going to make further assays, but the ore varied considerably in value. The pitauque metal, which had been some time on the road, had been sampled and sold; the first lot of 81 tons realised 105*l.*; the second, of about the same quantity, 103*l.*; and the last lot, of 11 tons, 105*l.* 10s. per ton—amounting to 2800*l.* net to the company. There were on the road altogether about 18 tons of ore, of which nearly 17 tons were black ore, the remainder being pitauque metal. Mr. Clemes had valued the 18 tons for the bill of lading at 700*l.*, but he gave a quotation for the black ore in its rough unconcentrated form at 145*l.* to 150*l.* per ton; this should reach England about January 15. He might mention that an accidental discovery had been made of Orechilla moss, which was used as a yellow dye; it varied in price from 20*l.* to 50*l.* per ton. Although a great deal of it had been found on the company's property, he (the Chairman) did not build much hope upon it until they had samples before them. Three samples had been sent out to Mr. Clemes, from which he would be able to determine whether the moss growing upon their property would pay for collecting. Referring to the black ore, he mentioned that Mr. Clemes had told them that he would return 10 tons in its concentrated form per month; and subsequent letters gave even more encouraging statements; but 10 tons, upon Mr. Clemes' own assay value, would yield a profit of 5 percent. upon the entire capital of the company. The great question was as to the supply of water, and to determine whether it would be more economical to take the ore to the river side, a distance of about 10 miles, or bring the water to the lowest point near the mines. Mr. Clemes had almost stopped all expenditure on account of capital account—the entrance to the Tirito tunnel having been completely secured, in order to prevent speculation, and the necessary buildings having

been erected. This time last year they had all their staff down with fever; but now they were all well, although, unhappily, Mr. Clemes had had a slight attack, which was the reason the directors were unable to submit his report to-day, but as soon as it was received it would be printed and circulated. Since the report of the directors was issued, letters had been received from Mr. Clemes, which stated:—

We have now at Aglabampo, or on the way there, 2300 tons Pitauque, estimated at 300*l.* per ton; blackstone ore, 1750 tons, estimated at 140*l.* per ton; and concentrated black ore, 11,950 tons—in all, ready for shipment, 30,130 tons; and I expect about the 6th or 7th proximo to ship it by the Union for Mazatlan. By that time I hope also to have the concentrated ore made up to 20 tons—say, for the total shipment 40 tons. The same vessel will also take the silver conductors, and we shall send all the dollars that we can possibly spare. That represented a return of 960*l.* per month, which was something like between 8 and 9 percent. upon the capital of the company; and, adds Mr. Clemes, "If the water supply were sufficient double that amount might be expected"—a very strong statement to emanate from Mr. Clemes, who was very cautious in all he put forward. They may reasonably suppose Mr. Clemes would send home 1000*l.* On Oct. 24, Mr. Clemes says:—

Only a small quantity of concentrated black ore entered into the September account; while for the present month we shall be able to return about 4 tons per week. The supply of green metal this month is smaller than it has been for some time; but we are now cross-cutting through the lode from the Tirito shaft, and sinking a winze upon the cross-cut for ventilation, &c. In these two places—the cross-cut and the winze—the lode looks very well indeed; and, although it is slow to open for stopes, we shall from the present begin to feel the benefit.

The Tirito shaft had been sunk, and a cross-cut was being put out to intersect the lode under the tunnel, where the lode gave 50 to 60*l.* per ton, without waste. Mr. Clemes says—

In the cross-cut from Tirito shaft the lode is improving as we advance, but it is slow to open, 3 ft. per week being about the average that eight men can drive. He thought shareholders would agree with him that the prospects of the company were most encouraging, for these black ores of themselves, when water was obtained in sufficient quantity, would pay them very good dividends. (Hear, hear.) He need hardly say that the board very much regretted the decease of Mr. Walter Shairp, their colleague; and a resolution would be proposed confirming the election of his successor. He then moved the adoption of the report.

Mr. SAUNDERS seconded the proposition. The CHAIRMAN, in reply to a question, said with regard to the quantity of black ore their operations were at present about 400 ft. from Mina Grande, towards which they were driving. The stopes were left standing, and there was a large body of ore above them. The belief was that these black ores would continue more or less until they reached Mina Grande, where they knew these black ores existed, when Almada, the former owner, was drowned out; besides which, Almada did not know how to treat them. The reason the dividend was not declared at the present time was because two months' bills were given for the ore which had been sold, and the money would not be received for ten days. It was true that the "ley" of the green ore had fallen off; but, on the other hand, they had these black ores, which they did not expect at so early a period; and he must admit that he preferred black ore. There was, however, every reason to believe that the "ley" of the other ores would improve. As to the pitauque ore, he should mention that since they had got north of the slide they had not returned so much of that metal. The dividend would be paid from money in hand within ten days. The monthly raising of black and pitauque ores were included in the monthly profits. The pitauque ores were valued at 60*l.* per ton, and realised 105*l.* per ton.

The motion adopting the report was put, and carried unanimously. Upon the proposition of the CHAIRMAN, seconded by Mr. LEDWAD, a dividend was declared at the rate of 5 percent, free of income tax, payable on or before December 28.

The election of Mr. Power as director was confirmed. The CHAIRMAN said he was glad personally to have such a gentleman as Mr. Power as a colleague. Mr. Power's experience could not fail to be of great service to the board.

A unanimous vote of thanks to the Chairman and directors terminated the proceedings; and in returning thanks the CHAIRMAN remarked that the directors and their friends held 50,000*l.* in the undertaking—thus showing their confidence.

WELSH IRONWORKS COMPANY.

The first general meeting of shareholders was held at the London Tavern on Dec. 9.

The Right Hon. the Earl of DEVON in the chair.

Mr. JOSEPH W. MARSHALL (the secretary) read the notice convening the meeting.

The CHAIRMAN said the meeting was held provisionally in pursuance of the Act of Parliament, which required that within four months of the formation of a company the first general meeting should be held. It was obvious from the short period that had expired since the company was registered that there was comparatively little progress to report, but such progress the directors confidently believed and hoped was of a very satisfactory description, and calculated as time passed on to enable the directors to carry out the objects in which they were all interested. The company was formed to acquire under leases and agreements, and to carry on and develop, the following important and well-known ironworks and hematite iron ore mines:—The Aberdare Rhonda Smelting Furnaces and Ironworks, situate near Aberdare, South Wales, formerly carried on by Mr. Francis Crawshaw, the eminent ironmaster; the right of working the native ironstone; the Pawton Hematite Iron Mines, formerly worked and the ore smelted by the Blaena Ironworks; the Brixham Hematite Iron Ore Mine; and the Smallock Hematite Iron Ore Mine; and the Ladock Hematite Iron Ore Mine; the coal for the use of the ironworks and the native ironstone to be supplied to the works at 6d. per ton only above the actual cost price; and agreements had also been entered into with two iron ore companies for the supply to the ironworks of hematite iron ore. Very shortly after the company was incorporated for the objects to which he had referred applications were received for shares for the entire capital, the whole of which were allotted, and the amount, with a very small exception, had been paid. The directors then proceeded to acquire possession of the works and mines, which, he was glad to say, had been satisfactorily accomplished, the contract having been signed, and the works placed under competent superintendence for converting the hematite iron ore, which would be brought to their works. Before concluding that contract the directors not only relied upon the works when the repairs necessary had been completed being brought into successful operation by their own officers, but availed themselves of the opportunity of obtaining the opinion of a gentleman whose experience in connection with ironworks and mineralogy was very considerable—Prof. Morris. They asked the Professor to inspect the several properties and report upon the works, and his opinion was decidedly of an encouraging character; it did not express those very sanguine and high-flown views sometimes found in regard to such undertakings, but was evidently the result of a calm and careful judgment, and framed in such a way as to give confidence to the directors. Thus fortified, they felt themselves fully justified in completing the contract in regard to the ironworks and mines, previously satisfying themselves as to the approximate amount necessary to put them into working order, and also as to the quantity of iron that could be produced when the works were in successful operation, and they were now in possession of those properties. They had fortunately secured the services of a gentleman who had been for a long time connected with the important ironworks of Messrs. Baird and Co. in the West of Scotland, from whom the directors had obtained the highest testimonials; and they believed in that gentleman they would have a very discreet, careful, judicious, and efficient superintendent. They hoped that no unavoidable delay would arise—hematite ore had been sent over from the Cornish and Devonshire mines, and the directors trusted that before they next had the pleasure of meeting the shareholders they would be able to report some profits from that source, and that the concern was in active and satisfactory operation. It was no secret that the steadily increasing demand for iron was almost unprecedented in extent and intensity, which he need hardly say held out very favourable prospects to a company like this, which possessed four productive mines, and were also the owners of works in which the iron ore could be smelted. The directors believed, therefore, that the expectations the prospectus held out were not based upon any shadowy foundation, but upon facts which gave reasonable prospects of ultimate realisation. Should any shareholder wish to ask any question, it would be with very great pleasure replied to, although at future meetings the directors would be in a better position to give the fullest information in every respect to those with whose confidence they were entrusted, and who had the fullest right to make any enquiry relative to the concern in which they were interested. The directors would allow no time to be wasted in endeavouring to develop the property, and trusted the results of each successive year would be of a progressive character. (Hear, hear.) He believed no resolution was to be introduced at this meeting—all required being that the shareholders should be called together in accordance with the Act of Parliament;

and, therefore, he had only to hope that the statement already made would not be regarded as unsatisfactory. (Hear, hear.)

No enquiry having been made. A SHAREHOLDER had much pleasure in proposing that the best thanks of the shareholders be given to their noble President, who gave such a clear history of the company up to the present time, which, having been duly seconded, was put and carried unanimously.

The CHAIRMAN, in acknowledging the vote, stated that although the board had yet done nothing to deserve the confidence of the shareholders, they would in the future do everything to merit it. (Hear, hear.) The meeting then separated.

WEST CARADON MINING COMPANY.

A general meeting of shareholders was held at the offices, Austin-fairs, on Thursday.—Mr. PETER WATSON in the chair.

Mr. W. J. LAVINGTON (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts was submitted, which showed a debit balance of 774*l.* 9s. 6d. up to the end of October.

The report of the agent was read, as follows:—

Dec. 13.—In handing you my report for the general meeting, to be held on the 14th inst., I am pleased to inform you that, notwithstanding one or two points have slightly fallen off in value, the mine, on the whole, is looking exceedingly well. Of late the lode, in the west of cross-course, has made a squarer strike, to what it did in the level above when about the same distance from the cross-course; now worth about 1 ton of copper ore per fathom. East of cross-course the lode has been a little disordered by cross branches, but I think from present indications it will soon resume its former size and value; now worth 1 ton per fathom. Two stopes in the back of this level will yield 2 to 2½ tons per fm. respectively. Allen's lode, in the 55 east of cross-course, is small at present, and will yield about 1 ton per fathom, an improving. I am inclined to think, however, that a part of the lode is standing south, as it is split in the level above. I intend driving on a cross branch we have just passed, with a view of ascertaining this more fully. Risley's lode at this level, since intersected, has varied in size and productiveness, now producing stones of ore, but not sufficient to value. I intend as early as possible to put a pair of men to drive a cross-cut north at the 65 to intersect this lode, and should judge from its appearance in the 55 that when reached in the 65 there would be a decided improvement, as the cross branches that will fall into it ere that point is reached, will be similar in the back of the 42, east of cross-course, will yield 1½ ton per fathom. Two stopes in the bottom of this level will yield in the aggregate 4½ tons per fm. Richards's shaft has been cut down and secured about 20 fms. from surface; we have, therefore, about 10 fms. more to reach the 30. The ground below this point is better, and consequently greater speed will be made. We have also a pair of men rising in the back of the 45 against the shaft, and now up within 5 fms. of the 30, our object being the completion of the shaft to the next earliest possible date. We also intend, as soon as convenient, to put a pair of men to sink in the bottom of the 66, as it is important the next, or 75, should be reached as early as possible, and this can be done while the shaftmen are cutting down and securing the shaft above. Since the last general meeting we have cleared and secured East Agar adit for about 120 fms., and opened out a little on one of the lodes we have found intersected, and find it to be about 8 in. wide, composed of quartz, fluor-spar, and rich copper; this is a very kindly looking lode. Our present operations are, however, confined to the drive on the cross-cut north into the hill; this cross-cut will intersect the whole of the south lode passing through this act; from South Caradon, which in South Caradon Mine have yielded large quantities of rich ore. I would here remark that there is a piece of ground east of our present workings that has never been tried or cut through by any party. We have, however, been cosealing the south-eastern part of our set, and discovered a lode that has not been cut either in the South or East Agar cross-cut. From the appearance of the lode in those pits, when reached at a deeper point good results may be expected. In conclusion, I beg to say that, although the ends are not looking rich at present, from the great improvement in Allen's lode from the 55 to the 66, that it is a piece of ground of great promise, the prosecution of which should be urged on with all possible speed. We have sold the last four months 274 tons 9 cwt. of ore, realising 1047*l.* 9s. 5d. I would again remind you of what I stated in my last report for the general meeting of shareholders that not much over 200 fms. east from where we are now working over 100,000 tons of ore in West Caradon Company, and, judging from present favourable indications, I have not least doubt that we shall again be placed in a similar position.—NICHOLAS RICHARDS.

The CHAIRMAN said it would be observed that during the last four months they had sold 274 tons of copper ore, realising 1147*l.*; had that quantity been sold during the last ten days it would have realised a much larger sum, the price of copper having advanced from 10*l.* to 15*l.* per ton. The balance against the mine was 774*l.*, and the committee would recommend a call of 1s. 6d. per share, which would produce an amount sufficient to liquidate the liability. After the accounts had been passed and the call made a resolution would be submitted in regard to altering the constitution of the company—in other words, to register the company with limited liability. He then moved that the accounts be passed and allowed, and (with the report) be entered on the minutes.

Mr. MICHELL seconded the resolution. The CHAIRMAN said there was no mine in Cornwall with accounts charged up closer. At the last meeting five months costs were charged instead of four months, so as to keep the accounts charged up as close as possible. The statement now presented included the October cost, and the next cost-sheet would be payable in about a fortnight hence, and for the first time since his connection with the company there was not one penny owing for arrears of call.

Mr. MICHELL said that after what had taken place in some mines he had made a point to enquire whether the whole of the lode was charged up. Mr. PRYOR (the miner) said that, so far as he knew, every farthing of liability had been charged up.

The accounts were passed and allowed, and with the report were ordered to be entered on the minutes. Upon the proposition of the CHAIRMAN, seconded by Mr. HORNCASTLE, a call of 1s. 6d. per share was made.

Mr. Peter Watson and H. Milford were re-elected the committee of management.

The meeting was then made special, for the purpose of taking into consideration the advisability of placing or re-organising the company under the Limited Liability Acts, and, if thought desirable, to pass the necessary resolutions.—Mr. PETER WATSON in the chair.

The CHAIRMAN said he was pleased to find such a numerously attended meeting upon this occasion. Some six or seven years since, when the dividends were on the wane, after having paid about 100,000*l.*, he became a small shareholder in this mine; he gradually increased his interest, until he found that he held a large stake, which induced him to give more attention to the mine than he could at first have done. He visited the property, and after minutely examining every detail, he came to the conclusion that, taking the low price of copper into consideration, the best course would be to stop the old mine and direct their attention to the other parts of the set. He expressed this opinion to the committee—of which he was not then a member—and it was not egotistical on his part to say that upon his recommendation operations were commenced at that part of the mine whence

he expected to reap such a rich reward. There was an enormous amount of undeveloped ground, containing several of the rich ores of South Caradon. He took upon himself at the time to have it costained, by which two or three lodes were discovered which did not "back up" to surface. Capt. Richards, their present manager, to use his own words, said it was "a keeny piece of ground, and it was very desirable it should be prosecuted." The result had been that during the last five years that portion of their mine had been developed as far as their means enabled them against hard ground and a low price for copper. He had been reached, and rich ore had been obtained, and of which were upon the table. This result must be very gratifying to them all, as he hoped it was also to the new shareholders, for surely ore of such a character must be an index to what they may expect to find by further development. His opinion was best shown by the fact that for some years he had paid in calls every four months some 250*l.* to 300*l.*, believing the mine would ultimately become a very valuable property. There were nine or ten lodes traversed by copper veins, and in addition to what there were in East Agar. But it was desirable to vigorously develop the mine so as to obtain, in two or three years that which, as it was now being worked, would take six or seven. To accomplish this under their present cost-book system they would be continually making calls. There were gentlemen in that room who during the past four months had purchased something like 2000 shares, who having personally visited the mine, and had it inspected by two independent practical authorities, one of whom had purchased a good interest for himself, believing for copper veins as they were reached, and rich ore had been obtained, and of which were upon the table. 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20 metres from the mouth of the cutting; a small branch has been crossed in the present end, from which several good stones of lead were broken yesterday. The ground is not settled yet, but it has a promising appearance about the branch, and I hope that when the larger lode, some 8 metres in front of us, is reached something more satisfactory will be seen.—Cubillo Adit: This place is

also looking promising, 10 metres have been driven, and the end now shows a very congenial gossanous earth, which during the last two days has yielded $\frac{1}{2}$ cwt. of lead in clear solid lumps. The foundation for a small house has been taken out, and as soon as the stone is raised we shall commence building. This house will enable the places to be followed with regularity, and a large order, post for any lead that may be raised. The ore raised for present month is 11½ tons calamine and 2 tons lead, which, added to the stock on hand from last month, gives a total on hand to date of 137 tons calamine and 21 tons $\frac{1}{2}$ cwt. of lead.

RHINE.—Dec. 12: Schmelzer: The 27 cross-cut, driving north from Henty's shaft, is being pushed forward rapidly; last month 6 fms. 1 ft. 6 in. were driven. The ground is at present not quite so favourable for progress. Assuming that the Schmelzer side lode maintains a regular underlie from the 17, the lode should be intersected about 7 or 8 fms. from the shaft. We may expect, therefore, to the lode very shortly. The end has recently become very wet. A convenient but not very large plat, being cut north of the shaft at the same level, is well high completed.

VAL ANTIGORIA.—Capt. Roberts, Dec. 5: Rapid progress is being made in sinking the incline shaft under the 30 fms. level, on No. 2 lode. The lode in driving the 30 fms. level end south has yielded in the past month from 1 to 1½ tons of ore per fathom. The stopes in the back of the 30 we estimate to yield 3½ tons per fathom. The winze under the 20 has been communicated to the 30 fms. level, and opening up for stoping ground, estimated at 1½ tons per fathom, ventilating the 30 fms. level, and enabling us to commence a new winze 1 to the 30 fms. level. The stopes in the back of the 20 yield 1½ tons per fathom. In November we amalgamated 5½ tons of ore, from which we obtained 31 ozs. 17 dwts. 9 grs. of gold, equal to 994 grammes.

EXCHEQUER (Gold and Silver).—L. Chalmers, Bullion, Nov. 21: During the week ending Nov. 11 the rise in the south drift was put up 3 feet by 12; the drift to connect with winze was enlarged to facilitate the extraction of ore. The men were occupied half the week with the ore shoot, which is now completed, and works well. The ore raised from the lower stopes was, therefore, only 1½ tons; the upper stopes yielded 7½ tons, and the ledge lode, 5 feet of pay ore. During the week ending the 18th: The rise in the south drift was carried up 7 feet by 17—the ore not so abundant; 3½ tons came to surface from this stopes; the north drift was pushed in 7½ feet. The upper stopes yielded 1½ tons of ore. The Mill: Immediately on receipt of your telegraphed instructions, I commenced preparations for running the mill. Three years disuse have not improved its condition; and one disaster has followed another, with the details of which I will not weary you. Suffice it to say that this morning (Tuesday) at one o'clock I had a good running, and, apparently likely to continue so, have a good start, and will soon send you bullion; I am very busy. The team brings ore to the mill daily.

[For remainder of Foreign Mines see to-day's Supplement.]

MALAGA LEAD COMPANY.—This company has been finally constituted, and the agents, engineers, and workmen left Liverpool by the last steamer for Malaga. Mr. Tait Brindley (late mineral surveyor to his excellency the Earl Granville, K.G.), as managing engineer, has gone out to take possession of the property and lay out the works, and Captain S. R. Cocks, of St. Austell, accompanies him to take charge of the works as resident manager. These gentlemen are accompanied by a carefully selected staff of artificers (smiths, carpenters, and pitmen), so that no avoidable delay may occur in getting the works into forward state, in order that returns of ore may be immediately commenced. The share capital of the Malaga Company is, it will be remembered, 40,000l., in 4000 shares of 10l. each, all fully paid-up. In addition to this 40,000l. share capital, debentures to the amount of 20,000l. have been issued at par, for which the mines have been acquired in 20,000l. of which 10,000l. have been paid in cash, and 10,000l. in paid-up shares of the company, absorbing thus the other half of the share capital. After payment for the mines there will remain, therefore, 10,000l. cash in hand. Of this Mr. Brindley estimates that 6000l. will be required for erection of the new machinery and works necessary to enable the mines to be developed to their fullest capacity. This leaves 4000l. floating capital. As for the profits of the mines, both Mr. Brindley and Captain Cocks estimate that within four months after taking possession the mines will be working at a net profit of 15,000l. a year beyond the present profit, which, however, is only trifling. Besides this there remains the gangue ore, of which the whole of the old workings are full. These can only be returned by efficient machinery; but in the course of twelve months Mr. Brindley estimates the minimum profits from this branch of the works at not less than 10,000l. a year. Thus the earliest profits of the works is estimated to be at least 16,000l. a year. The first charge on this, the interest and sinking fund of the debentures, will be 5000l. a year, leaving 11,000l. a year for division among the shareholders, which will give upwards of 25 per cent.

PINTO SILVER MINING COMPANY.—As reports upon the position and prospects of mines are usually more reliable when made by competent persons on the spot than when merely based upon the opinions of persons who are located many thousands of miles from the scene of operations, and who have probably never seen the properties upon which their opinions are given, an abstract of the report of a Pinto correspondent of the *Eureka Sentinel* will be particularly interesting to shareholders in the Pinto Company. The principal mines of the district are those owned by the company—the Maryland, Michigan, Mount Chief, and Uncle Sam. Ever since their purchase by the company work has been prosecuted vigorously upon the whole of them, with a force of about 40 men, under the management of Messrs. Plaster and Powell. At that date (Nov. 19) there were hundreds of tons of ore lying on the dumps—all fine milling rock; and the company were to commence shipping to their mill that week, so that the mines will soon give a more substantial account of themselves, in the shape of bars of bullion, as soon as the stamps commence to do their work. The Maryland, perhaps, the most important. The main shaft is down about 200 ft. on a slight incline, running in fine ore the entire distance. At 50 feet from surface there is a drift running in good ore. This drift connects through a winze with other drifts at 100 ft. and 175 ft. In the latter of which a magnificent body of high grade ore has lately been discovered; the miners are now taking it out, and the quantity has steadily increased in the 15 ft. they have gone down. The main shaft is being sunk rapidly to connect with a tunnel being run about 125 ft. below the bottom of the shaft. There was 100 ft. more to drive in order to connect. The Michigan is down 110 feet, with an unbroken ledge from top to bottom. The mine is in splendid working order, and only needs a few more men in order to take out the ore. At the bottom there is a drift east and west 100 feet, in which men are at present breaking down large quantities of high-grade rock. The Uncle Sam, which has recently become the property of the company, is a very valuable acquisition. At present they are working four men on it, who are taking out nothing but ore, which assays from \$175 to \$300. There is a tunnel run 50 ft. into the hill, from both sides of which the men are breaking ore, and from all indications there is a large body of it. These, with the Silver Stone (belonging to Captain Adams and Co., and one of the most valuable in the district), are the only mines in the district which have worked done on them.

WATSON BROTHERS' MINING CIRCULAR.

MESSERS. WATSON BROTHERS return their most sincere thanks for the great patronage bestowed and confidence reposed in their firm for nearly 30 years, and to assure their friends and clients it will be their earnest endeavor to merit a continuance of both. In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present, and from the lengthened experience of Messrs. WATSON BROTHERS, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON BROTHERS are daily asked their opinion of particular mines, as well as to recommend mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

SATURDAY.—Market moderately active for Cook's Kitchen, Tin-croft, New Rosewarne, Crebhor, Hingston Down, Pennerley, Great North Laxey, and West Maria, West Tolgus, South Frances, and South Condurrow flatter. Cook's Kitchen, 48 to 50; Tin-croft, 37½ to 40; New Rosewarne, 12½ to 15; Crebhor, 27½ to 30; Hingston Down, 3½ to 5; Pennerley, 4½ to 6; Great North Laxey, 26 to 28; West Maria, 27½ to 30; South Frances, 65 to 70; West Tolgus, 50 to 55; South Condurrow, 8½ to 10; East Basset, 17 to 18; Great Vor, 10½ to 11; Marke Valley, 6 to 6½; Van, 45 to 50; Tankerville, 17 to 17½; Treleigh Wood, 12½ to 15; West Caradon, 3½ to 3¾; Grenville, 9½ to 10; Uny, 9½ to 10; Pacific, 4 to 4½; Chontales, 25 to 30; Eberhardt, 14 to 15; Utah, 8 to 8½.

Monday.—There has been but a limited amount of business done to-day, and prices generally are in favor of the buyer. Carn Brea, 140 to 145; South Condurrow, 8½ to 9; Tankerville, 10½ to 11; Tin-croft, 66 to 68; North Rosewarne, 12 to 14; West Maria, 25 to 30; North Rosewarne, 5½ to 6½; Devon Consols, 130 to 140; Dolcoath, 260 to 280; Providence, 26 to 28; Parys Mountain, 2½ to 2¾; West Basset, 15 to 16; West Tolgus, 45 to 50; Wheel Stone, 25 to 27½; North Rosewarne, 25 to 30; Leeds and St. Aubyn, 9 to 11; Eberhardt, 13 to 14; Pacific, 3½ to 4; Utah, 7½ to 8.

Tuesday.—Market rather quiet. Hingston Down, Dolcoath, and Parys Mountain, New Rosewarne, and West Caradon in demand. Hingston Down, 3½ to 5; Dolcoath, 270 to 280; Parys Mountain, 2½ to 2¾; New Rosewarne, 13 to 15; West Caradon, 3½ to 3¾; Carn Brea, 142½ to 147½; East Laxey, 9½ to 10; East Van, 8½ to 9½; Great Laxey, 14 to 14½; Great Vor, 10½ to 11; Old Bottle Hill, 6 to 8; Pennerley, 4½ to 4¾; Roman Gravel, 17 to 17½; Tin-croft, 66 to 68; Van, 40 to 45; West Frances, 34 to 35; West Tolgus, 40 to 50; Wheel Basset, 140 to 150; Grenville, 9½ to 10; Eberhardt, 13 to 14; South Aurora, 13½ to 14.

Wednesday.—Market continues very quiet, and prices about the same as yesterday. Dolcoath, 270 to 280; East Basset, 15 to 17½; Carn Brea, 144 to 146; Great Vor, 10½ to 11; New Rosewarne, 13 to 15; North Rosewarne, 5 to 6; Pennerley, 4½ to 4¾; South Frances, 65 to 70; Tin-croft, 65 to 67½; Van, 40 to 45; Van Consols, 130 to 135; West Basset, 15 to 16; West Grenville, 16 to 17; Agar, 3½ to 3¾; West Caradon, 3 to 3½; Crebhor, 25 to 30; Wheel Basset (St.

Agnes), 11 to 14½; Wheel Mary Ann, 9½ to 10½; Uny, 9½ to 10; Utah, 7½ to 7¾; South Aurora, 13½ to 14; Chontales, 25 to 30.

THURSDAY.—Market rather more active: prices about the same. South Frances, 65 to 71; Carn Brea, 140 to 145; Old Bottle Hill, 7½ to 8½; Tankerville, 16½ to 17½; Devon Consols, 130 to 135; Cook's Kitchen, 48 to 50; Tin-croft, 65 to 67½; West Caradon, 3 to 3½; Wheel Basset, 140 to 145; Uny, 9½ to 10; West Frances, 34 to 35; Parys Mountain, 2½ to 2¾; Prince of Wales, 17½ to 19½; South Condurrow, 8½ to 9; Agar, 3½ to 3¾; Eberhardt, 13 to 14; Utah, 6½ to 7.

FRIDAY.—Settling day. Market moderately active. Glasfirth Copper, Old Bottle Hill, Treleigh Wood, and West Frances in demand. Glasfirth Copper, 5 to 5½; Old Bottle Hill, 7½ to 8½; Treleigh Wood, 12½ to 13; West Frances, 34 to 35; Devon Consols, 130 to 135; Cook's Kitchen, 46 to 48; Marke Valley, 5½ to 6½; Van Consols, 22½ to 25; West Tolgus, 42½ to 47½; Grenville, 9½ to 10½; Utah, 6 to 6½; Eberhardt, 11½ to 12½.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

TRELYON CONSOLS.—The shares in this mine are at present selling at from 81. to 61., but there are few transactions in them. The recent improvement in the price of tin will speedily restore it to the list of dividend-paying mines. Since the commencement of operations, in 1849, the adventurers have paid 82,550l. 7s. 6d. in wages, 2301l. 8s. 8d. in duties and 4000l. in dividends, 88,991l. 10s. 2d. Of this sum 10,233l. 17s. 6d. has been supplied by calls, 75,758l. 5s. 3d. by the sale of 1197 tons 8 cwt. 3 qrs. 10 lbs. of tin, at an average of 63l. 5s. per ton, 1785l. 8s. 7d. from the sale of 261 tons 18 cwt. 2 qrs. of copper at an average of 6l. 16s. per ton, and 1038l. 6s. 9d. from sundries = 83,760l. 17s. 7d., leaving on June 21 of the present year a debit balance of 148l. 18s. 7d. Messrs. Samuel Higgin and Son, of Penzance, are the pursers, and about 100 persons are employed at the mine.

WEST JEWELL.—The reports from this mine (see to-day's Journal) continue to be most satisfactory. The managers speak most proudly as to the fulfilment of his promise to the general body of paying 40 per cent. dividends, as a large quantity of tin is being brought to surface. The sale in January is expected to be a very good one indeed.

GWYDTR PARK.—The stopes at Tyntwl have considerably improved during the week. The 15 fms. level, south of shaft, is entering good lead ground, and in the bottom for the whole distance from shaft there appears to be good ore gone down. The shaft will now be sunk with all speed, and, being on the course of a fine lode showing such unmistakable indications of riches in depth, this operation will, it is believed, open up a rich mine.

ST. AUBYN UNITED.—The 60-in. cylinder engine is expected to go to work to-day (Saturday). The cross-cut at the 13 or 15 fms. level is pushed with all speed, and the ledge lode, which is the most promising, is cleared the new lodes recently cut will be opened up by cross-cut at different points, and thus hundreds of fathoms of mineral laid open in an incredibly short time.

WHEEL JEWELL.—This mine, situated in the Marazion district, has been brought out in 12,000 shares of 1l. each. The discovery of a splendid gossan similar to that of Toivraden 15 years ago, but larger, created a sensation some little time ago. The shaft has been energetically sunk, and a considerable outlay incurred in bringing the mine to the present state of great promise. The lode is exceedingly large, containing all the elements of a valuable property.

SOUTH HERODSFOT.—The shareholders in this mine are likely ere long to be richly rewarded by the cutting of the Herodsfot lode. The agent reports a great change in the character of the ground, which is of the most promising character, with stones of lead. The adjoining mine, Herodsfot, has paid regular dividends quarterly for the last twelve years, the 160 fms. level of which mine is almost driven to the boundary of South Herodsfot. Should the lode be cut during the existence of the present confidence in mining property the shares may go to more in pounds than they are now shillings.

GREAT RETALLACK.—The cross-cut is not yet through the lode, which is very large where cut through, and the level driven under that extraordinary deposit of blende. Miners predict a gulf of lead.

TREYARRACK.—Tin mines are having rapid changes for the better, and these shares will be no exception. If the lode in the shaft turns out as expected the shares will have a great rise, and it is difficult to see how they can be lower.

CAPPAGH.—The sinking of the shaft below the 104 has been commenced, and will be continued with all speed to the 114. This is a very important work, as the lode in the 104 is 50 per cent. better than in the 94, and shows every indication of improving in the same proportion. Another parcel of 20 per cent. ore is ready for shipment, and, as the present returns are not much below the working cost, there appears to be every probability that the laying open of the next level will establish the concern as one of the successes of 1872.

WHEEL DANIEL.—It is considered that the appointment of a second agent to this mine will be of great benefit to the adventurers. The manager, who resides at Falmouth, cannot, of course, be expected to devote the whole of his time to the mine; and, as, according to the old adage "while the cat is away the mice will play," several of the adventurers have expressed their opinion that unless the manager's eye is overlooking all sufficient work is not done; accordingly, a second agent is to be appointed to remedy this.

GOLDEN UNITED.—I am pleased to see operations commencing at Wheel Golden, and the north part of East Wheel Golden—now called Golden United; also to hear that Penhall, Lomax, and the south part of East Wheel Golden are again about to make a move. Being an inhabitant and residing near, I have an opportunity of seeing the progress already made in sinking an engine-shaft from surface to the adit at Golden United, which is being done by 12 able-bodied miners. The adit is about sea-level, and near 17 fms. from surface, and when the shaft is holed to the adit complete, I should say tribute pitches could at once be set. The lode is composed of spar, lime, carbonate, and blue lead—a very kindly and encouraging lode. I have not the slightest doubt, with patience and a small outlay, these mines will be brought into a profitable state of working; indeed, few mines have ever started under more favourable auspices and prospects. Any practical man would say, after taking a survey of this and old Wheel Golden mines, that the adit is embedded in the same character of ground, being of the same composition, and subjected to the same influences, that the present workers might reasonably expect like good results from their present workings that attended Wheel Golden when in its glory, which, if I fork now (I say without a doubt), is the best lead mine in this county; and I hope the time is not far distant when we shall again see an engine working in the house now standing on these moors, erected with all necessary out-buildings and account-house, at a very considerable expense by a former company, but never graced with an engine.

AT NORTH ROSEWARNE mine operations have been commenced, and in the shallow adit some very rich tin has been met with. Shares have been purchased at 6l. each in Cornwall, and in all probability will reach a much higher figure before long.

WHEEL COATES TIN MINE (St. Agnes) has been purchased by an influential company. Several of the principal adventurers in Penhall Wheel Vor are directors, which is a guarantee that the affairs of the company will be well managed. Orders will be immediately given for the erection of a suitable engine and stamps. The ore sold from this mine during the present month fetched between 80s. and 90s. per ton.

TREYARRACK.—The shaft is now down 45 fms., and the junction of the two lodes will probably soon be reached. In all likelihood the shares of this company will have a very great rise indeed.

PRICES OF MATERIALS.

As charged at the GREAT WITVAL UNITED MINES during the following months:—

Description.	July.	August.	September.
Coal—common	12s. 0d.	12s. 0d.	12s. 0d.
Do. best	16s. 8d. 18s. 4d.	16s. 8d. 18s. 4d.	16s. 8d. 18s. 4d.
Iron—common	9 0	11 0	11 0
Do. best	11 0	11 0	11 0
Steel—cast and blister	45 0	45 0	45s. & 50s.
Nails—5 in. and 6 in.	17 0	17 0	17 0
Tallow	48 6	45 9	48 6
Rope	42 0	—	42 0
Wire—No. 12	60 0	—	60 0
Stamp-heads—long	8 0	8 0	8 0
Oil—olive	4 9	—	—
Candles	5 4	5 4	5 4
Powder	42 0	42 0	42 0
Leather—band	2 4	2 4	2 4
Do. butt	1 10	1 10	2 0
White yarn	0 5½	0 5½	0 5½
Hemp	0 5	0 5	0 5
Timber—No. 1	34 10	34 10	34 10
Do. pine	1 7	1 8	1 8
Do. oak	3 0	—	—
Elm and birch	—	—	2 3
Battens	0 2½	0 2½	2½ & 3
Cartridges	35s. & 51s.	35s. & 51s.	35s. & 51s.
Safety fuse	0 6	0 6	0 6

THE INSTITUTION OF CIVIL ENGINEERS.—At the ordinary meeting of the members of this society, on Tuesday evening last, after the transaction of the purely formal business, it was moved by the President (Mr. C. B. Vignoles, F.R.S.), and seconded unanimously, "That, considering the critical condition of the West of Wales Tin Mines, and the deep anxiety which the nation is now suffering, this institution do show its sympathy in the general feeling by immediately adjourning." The annual general meeting for choosing the President, Vice-Presidents, and other members of council for the ensuing year is fixed to take place on Tuesday next, the 19th inst., on which occasion the outgoing council will present a report on the state of the institution, and give an abstract of the proceedings during their tenure of office.

SNOWDRIFT SILVER MINING AND REDUCTION COMPANY.—Mr. Fox one of the directors, telegraphed from New York to the board, on the 7th inst., that he was progressing satisfactorily with the vendors, and would return at once to England, and suggested that Mr. Ernest Le Neve Foster, the company's engineer, should be prepared to start at once for the United States. These mines are likely to turn out a splendid prize for the fortunate shareholders, as the silver-lead ores, ready to be taken away to the extent of 40,000l., are of the richest possible character, varying from 40l. to 700l. per ton, while the expenses of extraction, crushing, and sending to market will be small, as the mine can be worked by adit levels to the depth of 200 fathoms, and the crushing machinery is driven by water-power, which is stated to be equal to 100 horses.

TUOLUMNE.—Mr. Hawes, a director of the company, sent out by the board, has returned from the mines, bringing very satisfactory information. A meeting of shareholders will be called to receive his report.

Mining Correspondence.

BRITISH MINES.

ALLT-Y-CRIB.—James Clint, Dec. 13: Engine-Shaft: The lode here is strong, with a mixture of ore throughout. I am glad to say the sinking is progressing very favourably, and by the end of this week the shaft will be down to the required depth to the low adit level, when a few fathoms of cross-cutting will make the communication complete. In the 35 west the lode is very strong, and will produce over 2 tons of lead ore per fathom. I am glad to inform you that since my last report we have cut a splendid course of ore in the 22 west; the lode is fully 3 ft. wide, and of a good character, and will produce over 2 tons per fathom; this is a splendid run of ore, and very kind for silver, being almost all steel ore; and, from the present indications, I fully believe that a long run of ore ground is now before us. The lode in the 22 east is quite as strong as it formerly has been, and will yield from 4 to 5 tons of lead ore per fathom; but, having now commenced to sink a winze in this level, we have not broken any of the ore portion of the lode. We have sunk the winze by the side of the lode 4 ft., which, to all appearance, is quite as strong as in driving, and as soon as the lode is taken down I will inform you of the result, which cannot fail to be good. In the 10 west there is not much alteration since my last report; the lode will produce 16 cwt. of lead ore per fathom, and I am of opinion that we shall shortly come into the same rich ore ground spoken of in the level below.—Low Adit Level: The lode here, to all appearance, is opening out, when we fully expect a large course of ore to be cut. Costeasing out for a plat in bottom of the lode is still very strong, and 4 ft. in width, and we occasionally find splendid prills of ore. I hope you have not lost sight of the importance of sinking a new engine-shaft on the eastern boundary, as this portion of maiden ground abounds in minerals. I once more beg to call your attention to this subject. I may add that all is going well.

BEFDOR UNITED.—W. Phillips, Dec. 14: There is no particular change in the mine to notice to-day. The lode in the different level will be fully paid, and their size and value given in the beginning of next week, for the meeting.

BLUE HILLS.—S. Bennett, A. Gripe, Dec. 9: There is no change to notice in the 66, north of Letcher's. In the same level east the lode is 2 ft. wide, saving work, with occasional excellent stones of tin. In the 13, east of Poulyear shaft, the Wheel Basset lode has just been cut north of the fourth gossan of this cluster, and found more than 21. 60 l. per fms. The stopes above this level are worth 16 and 17 l. per fathom respectively. In opening out for a plat in bottom of the Wheel Joy diagonal shaft the lode continues worth about 20 l. per fathom.

BOG.—W. Nancarrow, J. McLean: During the week we have divided and eased the engine-shaft from the 60 to the 80 fms. level, and made it all complete for drawing at a good speed. The water is now 6 fms. 4 ft. below the 80, and the shaft, as far as seen, is in good condition. We have put the shaftmen to resume the clearing of the 8 fms. level west, and, according to the old section, there is about 15 fms. of pitcher ore waiting to be worked. The roof of this level, at 6 l. per ton (less 2s. per ton for washing). All the other pitches are without change to notice. On Monday last we sampled 20 tons of lead, to be sold on the 18th inst.

BOTTLE HILL.—Joseph Eddy, Dec. 13: We have commenced repairing the stamps and securing two shafts—Josiah's and Rowe's. These two shafts are sunk on the course of the main or champion lode, which is full 10 ft. wide, and for its whole length (10 ft.) produces good stamping work. Josiah's shaft is sunk to a depth of 60 fms. east, and west of the lode, and will be able to send men to stopes in the different levels upon this large lode, and be able to send to surface great quantities of tinstuff that will be profitable to the company. Rowe's shaft is situated for working the western part of the set, and is now only at a depth of 20 fms. from surface. The ground west of this shaft is full 800 fms. in length, all virgin ground. The whole of the mine, for its extreme length is drained to the depth of 20 fms. by an adit level, and all that is now wanting is to put the shafts in good working order, with good stamping-power, to make this a good dividend-paying mine.

BRONFLOYD.—T. Kemp, Dec. 13: There is no change in the underground workings of the mine since last report. We have had a sharp frost during the last fortnight, which entirely stopped our dressing, &c.; it is now broken up, and all our machinery is again in full working order.

BRYNAMOR.—G. Spargo, Dec. 8: A very favourable change has taken place in the mine since my last report. The south part of the lode continues to hold, which is a most certain thing it will judge from the present indications, we are sure to get a very great improvement (if not a course of lead) when we intersect the south part of the lode. All the men are in good spirits, and think the same as myself, but I am very much annoyed to report to you that at present we are completely frozen up. If we could have worked on I think for another week we should have reached the desired spot. I have done all in my power to keep things going, but cannot do so owing to the severe frost. I have this morning set the engine driving on the course of No. 2, being the only place now likely to make a discovery.

G. Spargo, Dec. 13: Since my last report a very favourable change has taken place in the cross-cut at the 22, the ground having become more soft and congenial for lead, being thickly disseminated with veins of baryta, and the joints of the strata is thickly coated with carbonate of lime. Judging from such indications (speaking from analogy), we are sure of an improvement at the intersection of the south part of the lode, which I look forward to intersect every day in we make. The very severe frost completely checked our progress on Friday last. The thaw having again set in enabled us to set the pumping-engine at work. If this kind of weather continues we shall get the mine dry by the end of this week, when we shall resume driving the cross-cut with all possible speed. But little is yet done in driving east on the north part of the lode at the 22 fms. level. As soon as the water is in fork, we shall continue the driving at this point, and a strong new report on in any other part of the mine.

BUDNICK CONSOLS.—J. Rawlings, Dec. 13: We have recommenced to drive a cross-cut north at the 15, west of footway shaft. Driving east at the same level the lode is about 18 in. wide, with a very promising appearance for tin. The rise is just the same. The tribute pitches are looking better, and all the operations are going on favourably.

BWADRAIN.—Robert Northey, Dec. 9: The lode in the 55 west is about 4 ft. wide, opening up good stamping ground. The lode in the 55 east is 3 ft. wide, containing a strong mixture of blende and lead ore. The lode in the 55 west is 2 ft. in width, with branches of good lead ore throughout, and looking very promising. We have suspended the driving at Bwadrain for the present, and put the men to open southward on the back of the Bwadrain lode. The stopes are out any alteration to report, yielding about the average quality lead ore. We were obliged to stop the dressing yesterday, on account of the severe frost.

BWOLCH CONSOLS.—R. Northey, Dec. 11: The lode in the 40 is about 6 ft. wide, and worth 30 cwt. of lead ore per fathom. The stopes in the back of the 40 are worth 18 cwt. per fathom. The lode in the 50 is 4 ft. wide, carrying a mixture of lead ore throughout. The lode in the 50 is 15 ft. wide, and looks very strong and promising; we have about 10 fms. further to drive, and get under the ore ground gone down in the level above. The stopes in the back of the 60 are worth on an average 17 cwt. per fathom. The stopes in the back of the 70 will average 16 cwt. per fathom. We have holed the rise from the 70 to the 60, which will ventilate the 70, and enable us to drive the level with more despatch.—North Lode: The lode in the 40 is 2 ft. wide, but without any change to notice since my last report. All the other points of operation underground are without alteration. Our surface operations are very much impeded by the frost, and we are unable to dress any slimes. The frost also greatly interferes with the other points of dressing.

CABYNON.—T. Dodge, Dec. 12: We are making fair progress in sinking the engine-shaft below the 60 fms. level. In the 60 north cross-cut the lode is disordered and split up into small branches. I have placed the men now to drive west on the 60, and I hope in a few days to be able to inform you of an improvement. The 60 west, on the north lode, is worth 4 l. per fathom, the slope in the bottom of the 40, west of winze, is worth 17 l. per fathom. The slope of ditto is worth 17 l. 10s. per fathom.—South Lode: In the 30 fms. level, we have taken down the lode left standing in the side for about 4 fms. in length, which has turned out a very good pile of blende, the lode is worth 5 l. per fathom. The slope, east of ditto, is worth 17 l. per fathom. The 10 east end is worth 8 l. per fathom, a very nice looking lode. All the other bargains are progressing favourably, but without any change worth remark since my last report.

CALDBECK FELS.—P. Hawke, B. Trevarthen, T. Lamb, Dec. 11: The lode in the deep adit west is 4 ft. wide, composed chiefly of quartz, with lead intermixed to the amount of 5 cwt. per fathom. The new lode west in this level, beyond the point of junction with the north lode, is 6 feet wide, composed principally of quartz, with blende and yellow copper ore intermixed, but not in quantity to value. We continue the cross-cut north, which is situated near the junction of the deep adit, to the parallel lode, which is with the north lode. We are fast nearing in the 80 west, No. 2 rise, and expect to effect a communication speedily; the lode is at present 8½ feet wide, composed of sugar spar and other ingredients, but poor for lead. We are progressing very satisfactorily with the winze below the 80, on the south lode, at Crown point; its value for phosphate, carbonate, and blue lead, is fully 10 cwt. per fathom. The progress in the rise in back of the 70, on the south lode, at Crown Point, to communicate with the winze alluded to, is equally satisfactory. We have not taken down the productive part of this level recently; we are, therefore, unable to report its value. We are gratified by being able to state that the tribute pitch is generally throughout the mine have improved since our last report, and the yield of ore therefrom at present is beyond the average supply for months past. We have been visited frequently during the last month with severe frosts and falls of snow; our sampling, therefore, for the month is but 110 tons 15 cwt. 2 qrs. of lead and copper ore, instead of 140 tons, which we aimed for in the beginning of the month.

The lode in the pitch in bottom of this level is 12 ft. wide, producing 10 cwt. of black tin per cubic fathom. In the 130 west end the lode is worth 107. per fathom. In the 130 west end the lode is worth 107. per fathom. In the 68, east of Bragg's, the lode is worth 107. per fathom. In the 68, west of Bragg's, the lode is worth 61. per fathom. In the 47, east of Bragg's, the lode is worth 161. per fathom. In the 47, west of Bragg's, the lode is worth 107. per fathom. In the 120 west the lode is worth 161. per fathom. In the 120 west the lode is worth 161. per fathom. In the 110 west the lode is worth 71. per fathom. In the 100 west the lode is worth 107. per fathom. In the 80 west the lode is worth 107. per fathom. In the 70 west the lode is worth 127. per fathom. In the 60 east the lode is worth 51. per fathom. In the 50 west the lode is worth 51. per fathom. In the 55 east the lode is worth 81. per fathom. In the 55 west the lode is unproductive. No other changes to report.

PENNELLY.—William Nancarrow, J. Delbridge, Dec. 13: The lode in the back of the 130, east of engine-shaft, is worth 2 tons of ore per fathom. In the 130, west of shaft, we have not met with the bunch of ore gone down in the level above, but hope to do so shortly. The lode still produces 151. per fathom. In the 130 west there is no change since last report. In the 80 cross-cut the ground continues the same as reported last week, but have not yet cut the lode; another 6 or 9 ft. ought to do so. In the 70 east, on Big Ore, the lode has got smaller; now worth 14 tons per fathom. The 70 west, on Big Ore lode, is worth 3 tons of ore per fathom. The 70 cross-cut, towards the Warm Water lode, is being pushed on with all speed. The Warm Water lode, at the 60, still looks well, worth 4 tons of ore per fathom. In the 60, on Warm Water lode, we have not yet cut the lode since last report; now worth 3 tons of ore per fathom. The lode is still below this level is still going down in a splendid course of ore; now worth a good 6 tons per fathom. Potter's Pit: The 35 has been driven west of shaft 2 fms., the lode in which has a very promising appearance; still producing good stones of ore. In the winze sinking below the 25 the lode is worth 1 ton of ore per fathom. All the stopes throughout the mine still continue to yield their average quantity of ore. We sampled, on Monday last, 65 tons of lead ore, to be sold on the 15th inst.

PENHALL WHEEL FOR.—W. H. Martin, Dec. 13: The lode at the engine-shaft sinking below the 160 fm. level is 2 ft. wide, composed of capel, munde, peach, and blende, and produces tin, with a branch of flookan. We shall not complete the sump according to the time promised, owing to delays, but we hope to reach the 170 by the latter part of next week. In this level we intend to open up on the course of the main lode, and have no doubt but that we shall meet with valuable discoveries of tin, and prove the junction of the north and south lodes. PENHALLS.—S. Bennett, W. Higgins, Dec. 9: The lode in the 70 west is at present small and unproductive. The stopes above this level are worth respectively 151. and 207. per fm. The 54 west is worth 151. per fm. The 50, west of eastern cross-course, is worth 151. per fm. The rise above this level is worth 181. per fathom. The 50, west of Gill's rise, is worth 81. per fm.; the 17, west of Sarah's, 41.; and the stopes above 61. and 71. per fm. respectively.

PENHALL.—William Johns, Mark Whitford: We are urging on the sinking of the engine-shaft with all speed, and it is presenting such an appearance that we believe ere long will lead to something good; the character of the ground is altogether changed, and the lode producing good lumps of ore. At No. 3 shaft, in the 40 west, the lode has also improved, and is worth 25 cwt. per fathom; we cannot but again repeat that this looks healthy as we are approaching the engine-shaft. In the same level east the lode is worth 12 cwt. of lead ore per fm. At the flat-rod shaft the men are engaged putting in skip-rod, &c. No alteration to notice in the 30 east; the lode is large, and looks kindly.

PENHALL.—Wm. Nancarrow, E. Davies, Dec. 14: The lode in No. 7 cauter winze is not so large as it has been, which we are pleased to see, as it now becomes more settled in character, and is producing more ore to-day than it has ever done heretofore, and continues to improve as depth is attained. In the south cross-cut at the deep adit level we have passed through the new vein, which is over 6 ft. wide, and are now pushing on south with all possible speed to intersect the great spar vein; the ground in the said cross-cut is more congenial for bearing lead than any ever have seen before. West Breast, on Nanner Pipe: No change to notice since our last report.

PERRAN CONSOLS.—James Nance, Dec. 13: Flat-rod Shaft: In the 30 fm. level, driving west of shaft, there is no change to notice in the character of the lode, it is large and masterly, and letting out a quantity of water; the part in the end is worth 31. per fathom. The coming month will place us under the western shaft, when we shall set at once to communicate this with the level above. In the 30 fm. level, driving east of shaft, the lode is looking very promising, and producing good stones of tin; it is now approaching towards the end, and is more settled in character, and is producing more ore to-day than it has ever done heretofore, and continues to improve as depth is attained. In the south cross-cut at the deep adit level we have passed through the new vein, which is over 6 ft. wide, and are now pushing on south with all possible speed to intersect the great spar vein; the ground in the said cross-cut is more congenial for bearing lead than any ever have seen before. West Breast, on Nanner Pipe: No change to notice since our last report.

PERRAN WHEEL VIRGIN.—George E. Tremayne, Charles Oates, Dec. 9: Sir Frederick's engine-shaft is down to the 40, and we have to-day set the shaftmen to drive a cross-cut west of the shaft, to the level of the 120, per fathom. The 26 to drive south of Sir Frederick's by four men and four boys, at 31. per fathom; lode 4 ft. w. l. composed of capel, quartz, munde, and good stones of copper; also, a little lead—a very kindly lode. The 16 to drive east of Pryor's, on the east and west lode, by three men and three boys, at 21. 10s. per fathom; lode 18 in. wide, composed of quartz, munde, and flookan. The 16 to drive south of Pryor's shaft by two men and two boys, at 21. 10s. per fathom; lode 3 ft. wide, composed of quartz and munde.

PLYNIMON.—John Paul, Dec. 12: There is a change in the mine under-ground since last report. The large pumping-wheel is idle, and Mr. Thomas's men busily engaged fitting on the cog-wheel to it, by which it will be worked from the steam-engine. I hope this job may be completed this week, and then, after another week, to pump out the water now accumulating in the mine, we shall be in full working order again, and the steam-engine ready to help us pump in frosty weather, &c. The severe frost of the past 10 days completely stopped all driving, and it is now getting a little warmer, and it is resumed work.

PRINCE OF WALES.—J. Gifford, F. Phillips, Dec. 13: The 90, both east and west, are much as stated in last week's report. The 77, east and west, are driving by the side of the lode. In the 65 east the lode is 3 1/2 ft. wide, principally capel, with a little tin, but scarcely enough to value. The 65 west is by the side of the lode, which when last taken down was worth 61. for copper. The 65 cross-cut north is without change; the ground is hard, and no indications of a lode yet. In the 65 west, the lode is without change. Sir Department: We are making fair progress in clearing the western adit, and hope soon to be in a position to resume the sinking of the shaft.

QUEEN.—W. Knott, E. James, Dec. 14: No lode taken down in the 30, below adit, since last report. In the 20 the lode, which is being stripped down in this level, is 2 1/2 ft. wide, the leader part of which is 1 ft. wide, which will yield 1 1/2 cwt. of black tin per ton of stuff, and the remaining part of the lode good average stamp work for tin. Cook's Shaft: In the 20 west, below adit, the end is being driven by the side of the lode, the value of which when last taken down for copper and arsenic was 121. per fathom. The tribute pitches in the back of this level, both east and west of shaft, are without alteration to notice. The same will apply to the pitches in the back of the 10, both east and west of the shaft. Silver Department: In the deep adit end, east of cross-cut, north of the engine-shaft, the lode is of much the same size and character as last reported. Bennett's Western Shaft: Our operations here are still confined to and above the adit level, and we are breaking some good work for silver in the gossan. We shall commence calculating in the 10, or three days, and hope to have four barrels ready for revolving silver stuff by the end of the present week at the Queen Mine, in addition to the barrels at the King Mine.

REDMOOR.—F. Bennetts, Dec. 11: In the 25 cross-cut north there is a branch met with; it does not appear to be the lode. There is no change to notice in the 25 south, on the cross-course. The lode in the stoep in back of the 25 is worth 41. 10s. per fm. The lode in the stoep west of the south shaft is worth 51. per fathom. The lode in the stoep east of the south shaft, is worth 31. 10s. per fathom.

RHYDALLOG.—James Dunkin, Dec. 13: In the 25 west, on the middle lode, I am of opinion we have cut the engine lode, as we have good lead west in direction of this lode. In my next I shall be able to give more particulars, as we have only struck into it to-night. In the 15 east, on new lode, we are carrying about 4 ft. of the lode; this is a fine-looking lode, and will produce 10 cwt. of lead ore per fathom. In the 15 west, on new lode, the lode is 3 1/2 ft. wide, a good-looking lode, producing tin and lead ore. We are carrying on driving on well with cutting the lode at the bottom of the new shaft. P.S. I have not been able to see the builders respecting the new cottages; will send as soon as I do.

ROMAN GRAVELS.—Arthur Waters, Dec. 14: The mine throughout never looked better than now, and we continue to go on opening up very considerable reserves of ore ground. We have to-day sampled 125 tons of lead ore, for sale on the 21st inst.

SOUTH CARN BREA.—W. Rich, J. Knottwell, Dec. 13: There is an increase of water in the 150 east, and the lode taking a direction nearer the perpendicular. The 140 west is yielding good stones of tin. The 130 east is in a strong, kindly lode, but not so rich for copper as it has been, now worth 107. per fathom; it, however, shows good indications for a speedy improvement. In the rise in the looking well, now worth 551. per fathom. The 108 east carries more than the lode has less underlie, which looks favourable for yielding copper. The back of the lode is worth 121. per fathom for tin.

SOUTH CONDURLEIGH.—J. W. Vivan, J. Ser, Wm. Williams, Dec. 13: The water has been drained 3 fathoms below the 82, the driving of which westward towards the tin ground driven through in the level above is now resumed. In the 72, west of King's shaft, we continue to carry about 7 feet in width of the lode, which we estimate to be worth full 601. per fathom. The 71, east of the cross-cut, west of King's shaft, we are carrying a width of about 7 ft. of the lode, which we estimate to be worth about 301. per fathom. The rise over the same level is worth about 121. per fathom for a width of 7 ft. In the 61, east of cross-cut, west of King's shaft, we are carrying about 12 ft. of the lode, which we estimate to be worth about 401. per fathom. In the same level, west of cross-cut, we are carrying 10 ft. of the lode, which we estimate to be worth about 201. per fathom. In the 10 fm. level, east of the new shaft, the lode is 2 ft. wide, and worth about 81. per fathom.

SOUTH HERODSFOT.—W. Goldworthy, Dec. 8: We have passed through a branch of flookan about 4 in. wide in the 100 cross-cut east, in which there are some very kind stones of quartz and prisa, but we have seen no lead yet. I have put the men to drive south on its course for a small distance to see if it improves, and if any change for the better takes place will write you at the mouth.

SOUTH HERODSFOT.—W. Goldworthy, Dec. 14: In driving south at the 100 the lode is 5 in. wide, in which there are spots of copper and munde. I intend to open a little in this direction, to see if it improves as we get off the influence of the level. In the 70 west the ground is still hard and spare for progress. The 100 yard level north from the bottom of sump, where the lode is 15 in. wide, 6 in. of which is producing saving work. We have just cut a branch in the cross-course about 2 in. wide. The tribute pitches are looking well. We sold at today's ticketing 6 tons (computed) of lead ore, at 111. 10s. per ton. We shall endeavour to get another parcel ready as quickly as possible.

SOUTH ROMAN GRAVELS.—John W. Powning, Dec. 14: Good progress is being made in the driving north on Sawpit lode, the ground has undergone a favourable change for the last 3 fathoms driving; lode in present end is in a rather unsettled state, about 2 feet wide, and is composed of lime, spar, munde,

and stone mixed. The deep adit, north on Spring vein, is letting out more water than for some time past; most of the water comes out of the footwall side, which gives us to believe there is more lode yet standing to the west of us. We have started the men to drive off in this direction to prove if such is the case. Fair progress is being made in the deep adit cross-cut west towards Roman lode.

SOUTH PLYNIMON.—J. Walters, Dec. 13: In consequence of the severe frost for the past week our water-wheel has been completely frozen up, consequently we have done nothing in the sinking of the engine-shaft since my last report. We have just commenced a cross-cut in the 10, to drive north; there is no change to notice. I am pleased to tell you that there is a chance in the weather, our water-wheel has gone to work, and the water is now in fork. We have again resumed the sinking of the engine-shaft, and will force it on with all possible speed. In the 10, driving west on the course of the lode, we have driven 26 fathoms; the ground continues favourable for driving, and there is no change in the character of the lode since my last report.

SOUTH WARD.—Thomas Foote, Dec. 12: We are making some progress in sinking the shaft below the 40, and hope to be down for a 60 fm. level by the end of January. The lode in the 40 south, during the past few days, has not been quite so productive, but have pleasure to say that the lode is again looking very promising, and a good branch of lead in the end. The lode in the 40 north is improving; a little water is coming from the end, and the lode is producing a little lead and munde.

ST. AGNES CONSOLS.—Wm. Vivan, Dec. 11: There are eight men putting lode in the 100, driving east of engine-shaft, is 2 ft. wide, producing saving work for tin. In this level, driving west of ditto, the lode is worth 51. per fathom. The lode in the 90, driving east of shaft, is worth 31. per fathom. The lode in the 82, driving east of shaft, is yielding saving work for tin. In the 80, driving east of ditto, the lode is worth 61. per fathom. The lode in the winze sinking below the 35, east of shaft, is worth 41. per fathom. The lode in the 35, driving east of ditto, the lode is worth 41. per fathom. The lode in the 40, driving west of Reddipper shaft, is 12 ft. wide, and worth 71. per fathom. The lode in the 30, driving east of ditto, is producing saving work for tin. The lode in the 20, driving east of cross-cut, is worth 61. per fathom. In this level, west of ditto, the lode is producing saving work for tin. The lode in the 10, driving west of shaft, is worth 41. per fathom. The lode in the 20, driving east of shaft, is worth 41. per fathom. In the adit driving east of shaft the lode is 1 ft. wide, and worth 51. per fathom.

TAMAR VALLEY.—J. Goldworthy, Dec. 14: The driving of the 37 south is being continued by the side of the lode, and fair progress has been made; the stratum is favourable for the production of silver-lead, and the lode is of a fine description, being a cross-cut from 101. to 121. per fathom. We shall take down the lode in the winze below the 27 in the course of next week, when I hope, by the present appearance, to report favourably of the lode. There is no change to notice in any other bargain throughout the mine.

TANKERVILLE.—Arthur Waters, Dec. 14: The prospects here were never brighter than now, and everything connected with the speedy development of the mine is in play. On Tuesday last we sold 100 tons of lead ore, at 121. 8s. per ton.

TERAS (Tin).—M. Richard, Dec. 14: The ground in the new engine-shaft is still more compact, and a little more difficult for sinking; we shall, however, reach the 30 by the end of the present week. The stopes on elvan No. 1 is much as when reported on last week. The open working on elvan No. 2 is without alteration. The lode in the level east, on new east and west lode, has slightly improved, worth 51. 10s. per fathom. We are more than ever confirmed in our opinion that this is the St. George lode; it was worked on some years ago by means of water-power, and very large quantities of tin were taken out at very shallow depths. Our present driving is towards the St. George engine-shaft, and a very short time will suffice to determine whether it is the St. George lode or otherwise. The stopes in the back of the new east and west lode continues to yield some very good tinstuff, and is worth about 61. 10s. per fathom. The stoep in the back of the level, on new cauter lode, is worth about 41. per fm. The 20 west, at Edwards's, is worth 151. per fathom. Our surface works are being urged forward as fast as possible. The stamping-engine is again set to work; and our arrangements are complete in the night-work department. The new stamps will be set to work in a day or two; the result we will give on an early day.

TRELEIGH WOOD.—G. R. Odgers, Dec. 9: During the past month we have been engaged dividing and casing the engine-shaft from the surface to about 13 fms. below the adit level, and likewise putting in the ladder-rod. We have forked the water and cleared up the shaft 16 fms. below; we do not yet see any cross-cut to the lode, but at the Windmill shaft, at the same depth, we think we have reached the lode, but we are not yet sure. We are now driving a (a) next Tuesday or Wednesday. The lode in the adit west from Nutt Bottom shaft continues very large; and, judging from the samples hitherto assayed, the lode is worth 151. per fathom. Had we the means of returning the stuff, we could break a large quantity of tinstone.

TRELEIGH WOOD.—G. R. Odgers, Dec. 14: We yesterday discovered at the Windmill shaft a 16 fm. level; this is dry, and to the end of this shaft there is an extraordinary large lode, with numerous ramifications, very much resembling the character of the lode around the Nutt Bottom shaft, containing tin, with a large quantity of lode to draw away. We shall put on another pump tomorrow to resume the clearing up, and as soon as we find the cross-cut leading from the engine-shaft to the lode we shall at once clear out the level to break down the lode and sample it, in order to test its value. From every indication we have yet seen I believe this will make a great tin mine.

TREKARACK.—T. Uren, Dec. 12: No change to notice since last reported. The shaft and ends are much the same as reported last week. The lode at Little's shaft, but are daily expecting to do so. In the ground in the end of the cross-cut there are branches of spar, apots and strings of lead, munde, &c. From the mineralised character of the ground I expect to meet with a good lode here shortly. There is no change of any importance to notice in the other bargains.

WEST DRAKE WALLS.—T. Gregory, Dec. 14: The ground in the 65 fathom level cross-cut north is without change, fair progress is being made. We are driving the lode in the 45 east, the ground in which is good. In picking into the lode near the end we find it produces a little copper, munde, and tin ore.

WEST ESKAIR LLE.—R. Harvey, Dec. 14: I am pleased to inform you that the wheel has gone to work, and Hamilton's engine-shaft in a regular course of sinking, by nine men, at 141. per fathom. The drawing-machine is completed, and will start to work as soon as the men have finished casing and dividing Hamilton's shaft from surface to the level of the 10, by the end of the week. A surface we are still engaged taking out foundation for passes, picking-floors, &c.

WEST GOLDFORTH.—J. Pope, jun., Dec. 13: We have met with a crosscut in the 30, driving north-west of Pressure shaft, which has disordered the lode, worth at present about 81. or 101. per fathom; this falling off I think is only temporary. The lode in the 20, driving north-west of Pressure shaft, has improved, worth 151. per fathom. In the 20, driving east of the cauter, south-east of Pressure shaft, on We Gores lode, the lode, the branches referred to in my last report are about 2 ft. apart, and the ground between the branches is mixed with lead, saving work for tin all the width of the level. The other parts of the mine are without change worthy of remark. I have put six men to sink a winze below the 10, south-east of Pressure shaft, for cutting open this section of ground for stopping and for ventilating the same. I have also put two men to stoep in bottom of the 20, to prove if the copper is making down or not. In WEST DRAKE WALLS.—T. Gregory, Dec. 14: Kelly's Hole Shaft: The water is being drained 3 fathoms below the 20, and by the end of this week we hope to reach the 30, the lode being improved in repairing the shaft in the 20, in order to clear the level east and west of the same; this work will be completed in about 10 days hence. We have been breaking tinstuff in the 10 and 20, in order to ascertain the size and value of the lode at these points. No time will be lost in forking this shaft (Kelly's Hole) to the bottom, which is 40 fms. under the adit, and so far we have been very fortunate. The surface work is going on well, and we hope soon to be in a position to say on what shaft the engine is to be erected.

WEST JEWELL.—J. Mitchell, Dec. 14: The cutting down of Greene's engine-shaft to the 42 and clearing the levels are being carried on rapidly. Yesterday we dropped a line to ascertain the depth of the engine-shaft below the 42, and I am glad to inform you it is sunk 10 fms. 4 ft., which is very important, as we shall soon reach the 67, where I believe a continuation of the course of tin that is now being worked at 48. In 11. will be found. The new pitch-men are working in it in right good earnest, and next week will send to surface a good deal of tin ore.

WEST MARIA AND FORTESCUE.—Wm. Skevis, J. Donnal, Dec. 14: West Maria Lode: There is no change in the ground in Willesford's shaft sinking below the 82. The lode in the 82 east is very wet, which looks well for the ore continuing; it is still worth 351. per fathom; the south part is not yet taken down. In the 71 east the lode is 2 1/2 feet wide, worth 101. per fathom. The lode in the 71 west is improving, and a new winze is being sunk. The driveage is by the side of the lode in the 42 east, when last taken down it was worth 201. per fathom. There is no material change in value in any of the stopes.—Capel Tor Lode: The lode is not taken down in the winze sinking in bottom of the 50.

WEST PRINCE OF WALES.—J. Gifford, Dec. 12: There is no change in any part of the mine. The engine is working well, and the men are working with good speed and making good progress.

WEST STERETON.—Edward Wardman, Dec. 13: During the last week we have been making progress in the progress of our engine-shaft, owing to the severe frost we have had; but I am glad to say we have resumed our sinking again on Monday, and the men are making fair progress when thus engaged. There is no material change to notice; we have the vein still with us, and producing occasionally branches of lead and blende of a rich quality.—South Adit: This end is still hard; in consequence, the progress is slow. We have leases of lime-pier in the joints; we cannot tell how soon we may meet with a good vein. North Adit Winze: I have kept the men at work here when delayed here. This is a very good vein, and possesses in character all the qualities of the rich veins in the district, as the stuff already got on the ground will plainly show. The same character may justly be applied to the four other veins already under our notice, as the ore out of them will also show.

WEST TANKERVILLE.—Arthur Waters, Dec. 14: No material change to notice here since last report. The weather is fine now, and surface work again progressing regularly. Detailed report next week.

WEST WHEAL FRANCES.—J. Thomas, C. Grace, H. Rabling, Dec. 14: The 132, east of Bailey's shaft, is worth 201. per fathom; the 131, west of Bailey's shaft, is producing a little tin. We have been compelled to suspend the sinking of the winze under the 120 for the present on account of a large quantity of water. The 120, east of Bailey's shaft, is worth 351. per fathom; the 120, west of Bailey's shaft, is worth 151. per fathom; the 108, west of new shaft, is worth 251. per fathom; the 108, west of Bailey's shaft, is worth 251. per fathom. The 40, west of new shaft is producing good stones of tin. We are still driving north in the 85, west of new shaft, but have not yet met with the lode to the west of the cross-course.

WEST WHEAL TOLGUS.—Dec. 12: There is nothing new to notice since our report of last week, except the hoing of the winze under the 105 to the rise from the 115, west of Taylor's shaft, which was effected on Friday night. The winze was sunk 4 fathoms in a good lode all the way. The rise was started from the 115 in the kilias, but finding some of the lode falling down we desisted the winze, and taking down the shaft, about 2 ft. wide, which yielded 3 tons of ore per fm.

After getting up from 3 to 4 fathoms they got the rise all in lode, and left a piece stand on the south wall. On hoing to the winze we found the rich part of the lode that the winze was sunk on was south of the rise, so we can now see a lode standing from the 105 below that will yield 6 or 7 tons of good ore per fm., and when we come to stoep out the lode in the 115, under the rise, I think we shall have a good lode there also. I went down yesterday to arrange about setting to these two parcels. The rise-men we put to drive the 115 end west in kilias, and set 4 fathoms at 51. per fathom; we want to get this end in a little out of the way of the rise, and also to try to cut the lode loose to let down the water. There is a flood of water coming out of the lode a little above the back of the level in the rise, and we hope soon to let it down. We put men yesterday to begin to lay down a substantial and good main road from the shaft to the western end, about 27 fathoms, and calculate having some ore to put back through this level, and a good tramroad will soon pay for itself. The winzemen are set to drive east from where they holed to the rise, at 41. 5s. per fathom; to save the leader part of the lode clean, as it will go to pile without sagging. We stopped Taylor's engine on Saturday nine hours to repair some work, and the water was in fork for the shaftmen to begin to work in the shaft yesterday afternoon core.

WEST WHEAL TREMAYNE.—S. Roberts, Dec. 12: We have no change in the lode in either the 10 or 20 since last week. The lode in the 10 is split up in branches, all of which produce tin. In the 20 the lode is much the same as last.

WHEAL CREBOR.—J. Goldworthy, Dec. 13: In the 122, driving east of Cook's shaft, the lode is 2 1/2 ft. wide, composed of capel, quartz, white iron, &c., and produces saving work for copper ore. In the 80 cross-cut, the lode is 1 1/2 ft. wide, and produces saving work for copper ore. The lode in the 80 cross-cut, the stratum is a compact light grey slate, of a good description for the production of copper ore; good progress is being made. The clearing and laying of the tramroad in the 84, east of Cook's shaft, is being forced on with all speed, so as to enable a rise to be put up to ventilate the 72 east, and prove the lode. The driving of the 72 east is continued by the side of the lode; as the driveage advances the prospects are favourable for the future. The tribute department is, on the whole, improved.—Oregina Lode: The lode in the rise has been taken down, which is disordered by the influence of the elvan, but is very promising. In the tunnel level the guttering is completed, and the forking of the water has been commenced.

WHEAL FRIENDSHIP.—Dec. 11: Bennett's Lode: In the 150, west of Whitburn's cross-cut, the lode is about 1 1/2 ft. wide, unproductive. In the winze sinking under the 130, west of Crossman's winze, the lode is 1 1/2 ft. wide, and will yield 1 1/2 tons of ore per fathom for the length of the winze—9 ft. In the winze sinking under the same level, west of Ward's winze, the lode is 1 1/2 ft. wide, unproductive. The stoep under the 130, west of Ward's winze, will yield 5 tons per fathom. One stoep in back of this level will yield 1 1/2 tons of ore per fathom, and one stoep in the bottom of the 140 will yield 1 1/2 tons to a fathom. In the winze sinking under the 40, east of Brenton's plane, the lode is small and poor. Nothing met with in the 80 cross-cut south in the glebe.

WHEAL GRAMBLER.—J. Tregay, Dec. 14: The lode at Sir Frederick's shaft fell off in value in the week, but has since again improved, driving worth quite 201. per fathom. The lode in the rise in back of the 30 adit, west of horse engine shaft, is worth 201. per fathom. No other change to report.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Dec. 9: The men are progressing favourably with the 140 fm. level cross-cut north, the ground continuing the same as we before advised you; we have not yet intersected any other branch. The lode in the north shaft, sinking below the 110 fm. level, is 2 1/2 feet wide, producing tin throughout, but not to value, although of a very kindly appearance. The lode in the 110 east is from 2 1/2 to 3 feet wide, of prisa, spar, &c., containing tin worth 101. per fathom. The lode in the 100, producing rich tin, worth 201. per fathom. The rise above this level for 10 ft. long and 6 feet high, will produce 501. worth of tin. There is no particular change in the winze sinking below the 100 fm. level; the lode is worth 151. per fathom; here the tin has dipped east, we can see no change to report in the stoep above this level since our last advice. The lode in the 90 east is 18 in. wide, and worth for tin 151. per fathom. The lode in the 80 east is without change. There are fair patches of tin worth 101. per fathom, averaging about 121. driving west of the north shaft, the lode is worth for tin 121. per fathom. The lode in the 54, west of the north shaft, is worth for tin 121. per fathom. The two stoeps above the 80 fm. level cross-cut, north on the dropper, are worth 121. per fathom each.

WHEAL KITTY (St. Agnes).—Stephen Davey, John Williams, Dec. 9: New Shaft, Pryor's Lode: There is no change worthy of notice in the 130 cross-cut, driving south of shaft. In the 118, driving west of shaft, the lode is showing a better appearance; now worth for tin 101. per fathom. In the 118, driving east of shaft, the lode is worth for tin 141. per fathom. The lode in the 100, driving west of shaft, the lode is worth for tin 181. per fathom. The lode in the rise in back of this level is 4 ft. wide, worth for tin 161. per fathom. In the 106, driving east of shaft, the lode is producing a little tin. In the winze sinking below this level the lode is worth for tin 101. per fathom. In the 94, driving west of shaft, the lode is worth for tin 121. per fathom. We have communicated the rise in back of this level west with the 82, which has given good ventilation to both levels, and will be completed in the next adit, but a little alteration in the driveage will be required. The cross-cut driving south of the 94 east is much the same as for some weeks past. The lode in the rise in back of the 34, east of shaft, has improved; now worth for tin 121. per fathom. We are pushing on the clearing of the 94 east of engine-shaft.

WHEAL LUCY.—J. Nancarrow, W. Harris, Dec. 13: The sumpmen are putting in bearers, and the elstern is nearly ready, and will be sent down in a day or two. The men are making fair progress in driving the adit, and in the south. There is a very promising lode in the east adit, but a little alteration in the driveage will be required. The engineers are getting on well with the engine, but the masons have been greatly hindered by the frost. The weather being now more moderate they are working regularly. There is a great deal of work to be done in the construction of the reservoir, but that, too, is progressing.

WHEAL RAMOTH.—H. Bennetts, Dec. 13: Since my last report we have cleared and secured the old engine-shaft to the adit level, and in doing so have discovered a cross-cut driving south of the shaft 4 ft. wide, and in this driveage the lode is well-defined, the lode has been opened on for some distance, and the lodes producing good stones of tin. No. 1 lode is only 2 fms. 4 ft. south of shaft, and is about 2 ft. wide, and produces good samples of tin; we have cleared on this lode west about 8 fathoms, and have now come into a choke, and east 7 fms., at which point we find the back of the level broken down. No. 2 lode is 15 fms. south of No. 1, in 3 ft. wide, and of great promise, producing good stones of tin; we have cleared this about 8 fms. and have now found a good lode, and 8 lodes we cannot say much about, but find they have been working to report more fully on them.

WHEAL UNY.—William Rich, Matthew Rogers, S. Coade, jun., Dec. 9: The water is being kept under the 130, and this is just as much as we can do at present. The 130 end, east of Gooding's, is worth 81. per fathom. The 120 east is worth 101. per fathom, and looks promising to improve. The 120, west of incline, is worth 101. per fathom. The 110 east is worth 101. per fathom. The 80 east is worth 101. per fathom; the 80 east is worth 151. per fathom; the 60 is worth 121. per fathom; and the 45 east is worth 101. per fm.

WILLOUGHBY.—H. Nottingham, Dec. 14: Through the frost and scarcity of water we were obliged to suspend the sinking of the engine-shaft in the beginning of last week; but the weather has changed now, and we have resumed the sinking this afternoon. Whilst the wheel was idle we set an additional bob at the back of it, to take the weight off the face of the lode, and have put a new ring round the wheel, to raise the sides, so that when the wheel is working round, instead of running to waste over the sides of the wheel, may flow over the buckets; and we have also tightened the joints, which were beginning to leak very much, so that everything is working well now, and with less water than it took before. Whilst the shaft was standing the men were engaged cutting the big bob pit by the shaft, and helping to raise stone at the quarry. Through this additional help on the surface we have finished building the wall of the Bed Lake reservoir, and the bank will be finished in a few days. We have the lot of hands who have been cutting the water-courses above the mine now on making the one for bringing the water from the Bed Lake reservoir to the big wheel. The continued season of dry weather has helped us on very much with the erection of the big wheel; we have all the sections on, and the buckets all made up and screwed together, so that we have only the backing to put on now, and a double row of ring of bolts, which we think it advisable to put for strengthening the outside ring of the wheel; three bolts will pass through the wheel, to raise the sides, so that when the wheel is working round, instead of running to waste over the sides of the wheel, may flow over the buckets; and we have also tightened the joints, which were beginning to leak very much, so that everything is working well now, and with less water than it took before. Whilst the shaft was standing the men were engaged cutting the big bob pit by the shaft, and helping to raise stone at the quarry. Through this additional help on the surface we have finished building the wall of the Bed Lake reservoir, and the bank will be finished in a few days. We have the lot of hands who have been cutting the water-courses above the mine now on making the one for bringing the water from the Bed Lake reservoir to the big wheel. The continued season of dry weather has helped us on very much with the erection of the big wheel; we have all the sections on, and the buckets all made up and screwed together, so that we have only the backing to put on now, and a double row of ring of bolts, which we think it advisable to put for strengthening the outside ring of the wheel; three bolts will pass through the wheel, to raise the sides, so that when the wheel is working round, instead of running to waste over the sides of the wheel, may flow over the buckets; and we have also tightened the joints, which were beginning to leak very much, so that everything is working well now, and with less water than it took before. Whilst the shaft was standing the men were engaged cutting the big bob pit by the shaft, and helping to raise stone at the quarry. Through this additional help on the surface we have finished building the wall of the Bed Lake reservoir, and the bank will be finished in a few days. We have the lot of hands who have been cutting the water-courses above the mine now on making the one for bringing the water from the Bed Lake reservoir to the big wheel. The continued season of dry weather has helped us on very much with the erection of the big wheel; we have all the sections on, and the buckets all made up and screwed together, so that we have only the backing to put on now, and a double row of ring of bolts, which we think it advisable to put for strengthening the outside ring of the wheel; three bolts will pass through the wheel, to raise the sides, so that when the wheel is working round, instead of running to waste over the sides of the wheel, may flow over the buckets; and we

With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Mr. Warrington Smyth's Lectures at the Royal School of Mines—Exhaustion as a Power for Underground Purposes—Ironworks and Collieries in Yorkshire—Yuba and Atlantic Mines, Idaho—Camp Floyd, Utah—Meetings of the Prussian Mining and Ironworks and the Dolcoath Mining Companies—Raw Material for Bessemer Steel—New Army Transport—Concentrating Ores by Air and Water—Foreign Mining and Metallurgy—Foreign Mines Reports—Patent Matters—Copper Ore Sales at Redruth.—Original Correspondence: Colliery Explosions, and their Prevention (J. Joseph); Our Colliery Lessees, Lessees, and Managers: With what are the Strata about Productive Copper Lodes Mineralised? Dunlop's Patent Index; Mineral Resources of Ireland; Mining in North Wales; Iron Ores in Cornwall (R. Montagu); Present Past, and Future of Spain; Mining on the Rhine; Mining Prospects of Utah, and the Utah Silver Mining Company (J. B. Murphy); Eberhardt and Aurora Mining Company; Mining in the White Pine District, Nevada (G. W. Pizze); Miners' Pay; What to Select, what to Avoid (F. W. Mansell); Caution to Investors; East and West Llangynog Silver-Lead Mines; Polbreven Mine, &c.

WEST CARADON.—The general meeting of shareholders was held on Thursday, under the presidency of Mr. Peter Watson, who explained the satisfactory position and prospects of the mine. Special resolutions were passed empowering the committee to take the necessary steps for registering the company with limited liability, the cordial acquiescence of the lords having been obtained, to whom a special vote of thanks was accorded. Attention was directed to the improved condition of the mine; and with the ample working capital to be provided under the re-constructive scheme it is computed that such a vigorous development can be prosecuted as to place the property in a position to return 300 tons of copper per month in less than one-half the period under the present comparatively limited scale of operations. The company is to be registered with a capital of 120,000l., in 120,000 shares, of 1l. each, of which nine (fully paid) shares are to be allotted for every share at present held, leaving the residue (9048 shares) to be offered *pro rata* to the shareholders at par as the working capital. The details of the meeting appear in another column, which were of a most harmonious character.

GAWTON COPPER MINE.—This is one of the few mines that have passed through the ordeal of low standards of copper ore without making calls on the adventurers. It has for the past three years been productive, but recently the lode has been rich in several of the levels. The bi-monthly sampling is 338 tons of good ore, estimated by present standard to produce 1450l., against a cost of 650l.—in fact, without any further rise in copper the mine is making 400l. per month profit. It is in 3950 shares, and at the market quotation is selling for 20,000l.; the present monthly profit will pay 25 per cent. on that amount, and yet the public are rushing into foreign gold and silver mining schemes, brought out at tens of thousands of pounds premium. This is only one instance out of many which might be quoted to show how well our home British Mining pays when judiciously managed and properly selected.

CWM VRON.—This company has just sold another parcel of ore, 60 tons of blende and 20 of lead; the blende realising 5l. 6s. 6d. per ton, the highest price ever known in this district. The report (which appears in another column) is particularly encouraging. The lode in the 24 fathom level is at last cut good; worth 1 ton of lead and 1 ton of blende to the fathom.

WHEAL JEWELL.—This is a young copper mine, situated some half a mile to the east of Marazion, on the Helston road. There is a good 40-in. pumping-engine working regularly, and the water very easy. The mine stands between the old Wheal Neptune and the Old Wheal Fortune, both of which worked at a profit of many hundreds of thousands of pounds some 50 years ago. Having lately had occasion to pass this mine, I made a call at the agent, a very good sort of a man, conducted me over the surface, and then took me underground, and a thorough inspection I had of all the workings. The engine-shaft is 20 fms. from surface. A 27 fms. level is driven some 80 fms. on the course of the lode, and a 50 fms. level driven about 15 fms. east and west of the engine-shaft; the lode is a most masterly one, varying in size from 10 to 15 ft. in width, and in every place where cut through contains the richest ore, thickly mixed up in the gossan. Several parcels have been sold during the last 12 months, fetching for this class of ore very good prices. The captain gave me information I wanted, and I found the mine held and worked by four gentlemen only; it is in 12,000 shares, and about 20s. per share paid. There seems no restraint, anyone going to see the mine can have (so the agent told me) an inspection of it both at surface and below. I can only say this, I have been to nearly every mine in this country, but such gossan and rich ore is very rarely seen. I have seen the stuff from the Burra and Moonta Mines, in Australia; they are so near alike that no one could ever tell the difference. All I say is this, let everyone that can go and see the mine.

THE CAPARTHA LEAD MINING COMPANY.—We understand that Counsel's opinion having been taken on the question of the disputed proxies at the general meeting, held on Nov. 29, the result of the polling on the resolution—"That the resignation of the directors be not accepted, and that they are deserving the confidence of the proprietors"—gave a majority of 702 votes in favour of the resolution.

TERRAS TIN MINING COMPANY.—We are requested to state that one of the new directors will reply in the Journal of next week to the remarks of Messrs. Marlborough and Co. in the Journal of Saturday last.

RICHMOND CONSOLIDATED.—The latest advices are to the effect that the width of the vein is 134 feet of actual measurement, and the walls have not yet been reached. It is the largest body of ore ever discovered on the Pacific Coast. The value of the ore actually laid open by the present workings is estimated at between \$3,000,000 and \$4,000,000. It may be added that none of the reserves have been touched since the company took possession; on the contrary, the amount of ore laid open has been gradually increased.

THE CRESCENT MINING COMPANY has closed its list of application for shares, and the allotments will be made next week. The shares are quoted 1 to 1 prem.

REDINGTON QUICKSILVER COMPANY.—We are again pleased to be in a position to report that the investigation being carried on into the property proposed to be purchased by this company is making good progress. The directors have during the week received further written despatches from their colleague, who is conducting the investigation, fully confirming his previously expressed favourable opinions, and by cable they learn that one of the mineralogist appointed to inspect the property has completed his duties.

THE FLAGSTAFF SILVER MINING COMPANY.—We learn that the shares of this promising undertaking have been satisfactorily taken up by independent holders. The moderation of the cash capital asked for, when compared with the excellent position and undoubtedly high value of the property, naturally contributed to this result, by attracting the confidence of persons of intelligence and discrimination. Equal moderation and candour were apparent in the prospectus. For every expectation held out, substantial grounds and data were adduced. People were not invited to embark without having definite information as to sources of profit returns, and though the returns indicated were high, they were not more so than was justified by the matter-of-fact data as to richness and abundance, furnished not only by the exhibit of daily ore yield and furnace product, but by several authorities of recognised standing and trustworthiness. Respectable as are these authorities, the directors are faithfully carrying out their engagement to have, from an agent commissioned and sent out by themselves, additional testimony to the accuracy of all the representations before paying the vendors the money provisionally agreed upon. They have accordingly secured the services of Mr. N. M. Maxwell, whom they have favourably known for many years, to inspect and report upon the mines, smelting-works, and other property to be purchased. Mr. Maxwell, we believe, sails to-day, and his report will probably arrive in England by the middle of January. From the pains previously taken to ascertain the truth upon this important issue, it is believed his statement will fully confirm the most favourable anticipations that have been expressed, and that the characteristics of durability of yield so distinctly pointed out, not only by the American engineers, but by our eminent countryman, Prof. Ansted, as constituting a leading attribute of the "Flagstaff" vein, will be fully borne out by Mr. Maxwell's investigation. Indeed, the fact mentioned by Prof. Silliman and Ansted, that the Emma sett opens into its close neighbour, the Flagstaff, may be accepted as satisfactory evidence of the state of facts in this regard. Nevertheless, we must applaud the directors for fulfilling their promise with such honourable exactitude, by obtaining the supplementary evidence of a man of their own choice. Although the prospects are of the most encouraging description, and there is every reason to believe that the Flagstaff will rank amongst the solid successes of prosperous mining.

IRISH MINE SHARE MARKET.—The reduction of the Bank of England rate of discount to 3 per cent., and the rapid rise of copper, have a very favourable influence on the prices of copper mine shares. Connors stock has risen within the last week from 57l. to 61l. Beerhovens (2l. paid) have advanced from 20s. to 27s. 6d. Wicklow Coppers (2l. 10s. paid) are in request, at 9l. 10s.; purchases have been made at 9l. 15s., but which price is, however, not well sustained. Mining Company of Ireland shares are 5s. lower, or 8l. Killaloe Slate Quarry only nominally 22s. to 23s. 6d.

At Botallack Mine, Capt. Frank Bennetts, of Ding Dong, will succeed Capt. John D. Byrne, who has resigned.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, DEC. 15, 1871.

COPPER.				IRON.			
	£	s. d.	£ s. d.				Per ton.
Best selected .. p. ton	94	0 0	—	Bars Welsh, in London	8 10	0	—
Tough cake and tile	91	0 0	—	Do, to arrive	8 7	6	—
Sheathing & sheets ..	94	0 0	96 0	Nail rods	8 5	0	—
Boils	95	0 0	—	Do, Staflid, in London	10 0	11 0	0
Bottoms	96	0 0	—	Do, ditto	10 0	11 0	0
Old	80	0 0	—	Hoops .. ditto	10 15	0 11 0	—
Burra Burra ..	91	0 0	93 0	Bars .. at works	9 5	0	—
Wire .. per lb.	0	11 6	—	Hoops .. ditto	10 0	0	—
Tubes	0	1 0	—	Sheets, single	11 15	0 12 0	—
BRASS.				Pig No. 1, in Wales			
		Per lb.					
Sheets ..		9d.	—	Refined metal, ditto	4 10	0 5 10	0
Wire ..		9d.	—	Bars, common ditto	7 10	0 7 15	0
Tubes ..		10d.	—	Do, mch. Tyneor Tees	8 0	0 8 10	0
Yellow Metal Sheathing ..		8d.	—	Do, railway, in Wales	7 10	0 8 0	0
Sheets ..		8d.	—	Do, Swed, in London	12 0	0	—
SPLITTER.				To arrive			
		Per ton.					
Foreign on the spot	£23	0 23	5 0	Pig No. 1, in Wydo	8 0	0 3 15	0
to arrive ..	—	—	—	Do, f.o.b. Tyneor Tees	—	—	—
KING.				Do, Nos. 3, 4, f.o.b. do.			
		Per ton.					
In sheets	29	0 0	—	Railway chairs	13 0	0 4 0	0
QUICKSILVER (p. bot.)	Nom.	—	—	Do, spikes	13 0	0 12 10	0
TIN.				Indian Charcoal Pig,			
English blocks .. £152	0 0	—	—	in London, p. ton.	6 10	0 7 0	0
Do, bars (in bris.)	153	0 0	—	STEEL.			
Do, refined	154	0 0	—				Per ton.
Banca 4	145	0 0	147 0	Swed., in kegs (rolled)	14 0	0	—
Straita	145	0 0	147 0	Do, (hammered)	14 10	0 15 0	0
TIN-PLATES.*				Ditto, in faggots			
		Per box.					0 16 0
IX Charcoal, 1st qua.	1 11	0 12	6	English, spring	16 0	0 23 0	0
IX Ditto, 1st quality	1 7	0 18	6	LEAD.			Per ton.
IX Ditto, 2d quality	1 3	0 16	0	English Pig, com.	18 15	0	—
IX Ditto, 3d quality	1 1	0 16	0	Ditto, L.B.	18 15	0 19 0	0
IX Coke	1 7	0	—	Ditto, W.B.	21 0	0	—
IX Ditto	1 13	0	—	Ditto, sheet	19 0	5 10 10	0
Canadaplates, p. ton.	18	0 16	0	Ditto, red lead	20 10	0 21 0	0
Ditto, at works	14	0 15	0	Ditto, white	28 0	0 30 0	0
				Ditto, patent shot	31 0	0	—
				Spanish	18 0	0	—

* At the works, 1s. to 1s. 6d. per box less. † Add 6d. for each x. Terace plates 2s. per box below tin-plates of similar brand.

REMARKS.—We have to chronicle another week of very general improvement in almost every branch of the metal trade. There has been throughout the week, and there still continues to be, a brisk demand, and, consequently, prices are firm, and in many instances a further rise has been established. Reviewing the course of our markets for the last month or so, it is hardly too much to say that a purchaser of any metal, be it what it might, would have negotiated himself upon the operation. This is almost the only exception to the foregoing statement, and the quietness which has crept over this market is more the result of the general attention being diverted into other channels than from any inherent weakness.

COPPER.—A very large business has been concluded in this metal at continually advancing prices. Chili bars have been the variety most extensively dealt in, and Australian copper has also met with much favour; but all descriptions have sympathised in the rise to a greater or less degree. It was thought by some that the anxious state of the Prince might possibly exercise for the moment a depressing influence upon the market; but even those who were of that opinion felt that such depression could only be of a momentary character, the position of the market being such that no serious or any unforeseen complications could occur. It is rather the duty of the reporter to chronicle the past, or to note what is at the moment passing under his observation, than to forecast the future; yet it may possibly import confidence to some of our readers who are interested in copper, and who have not the opportunity afforded them of so closely watching the market as others have, to know that the impression is fast gaining ground that the rise already established is but the commencement of a period of higher prices, such as copper has not seen for many years past. The buyers are very slow to record the already diminished stock being largely indented upon. Orders have been sent to Chili, but it is more than questionable, even if the limits prove acceptable, whether it is possible to stimulate production with a rapidly sufficient to meet the increasing demand. 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way Company are par to 1/4 prem.; the shares of the Swedish Central Railway are 4 1/2 to 5 1/4 prem.; United States Rolling-Stock Company, 2 1/2 to 3 1/4 prem.; Mexican Railway, fully paid Bonds, 75 to 76, ex Coupon.

The market for mine shares on the Stock Exchange during the week has been dull, and shares in most foreign undertakings have been pressed for sale, and the shares in our home mines have been in less demand, and in the week exhibit a decline in prices. The settlement which was to-day concluded was a heavy one, but stock for delivery was scarce, and rates of continuation light.

In Lead Mines, Pennerleys are last quoted 4 to 4 1/4; the agent's report fully upholds the values previously set upon the different ends and winzes; the Warm Water lode, in the 80, has not yet been intersected; it is calculated there is yet about 6 feet to drive before it is reached. Roman Gravel, 17 to 17 1/2; the mine is looking as rich as ever. Bog, 2 1/2 to 2 3/4; the draining of the mine is being rapidly accomplished. Tankerville report is of the same favourable character; price, 16 1/2 to 17. Perkin's Beach, 1 1/2 to 1 3/4; the lode recently intersected in the cross-cut is 6 feet wide; the driving towards the great spar lode is in a favourable channel of ground for the production of mineral. Van, 45 to 50; the mine is looking rich at all the points of operation; Seaham's shaft will be available for drawing through at the commencement of the year, when the returns will be largely increased. East Van, 8 1/2 to 8 3/4; there is no change to report in the workings of the mine.

In Copper Mines, Parys Mountain have risen to 2 1/2, 2 3/4; the recent advance in the price of copper is an important feature for this mine. Cape Coppers are firm. West Basset and several of the Cornish mines are enquired for, especially Marke Valley shares, which have risen 2 1/2 per share. At West Caradon meeting, on Thursday, it was resolved to place the company under the provisions of the Limited Liability Act. In Tin Mines, Tincrofts are steady, at 6 1/2 to 6 3/4. Carn Brea, 140 to 145; both these mines are favourably reported on. East Lovells are rather better, at 10 to 11; New Lovell, 2 to 2 1/2. Considerable business has been done in Great Vor, at 10 1/2 to 10 3/4. In Foreign Mines, Eberhardt are last quoted 12 to 13; a report has been issued, which is referred to in another column. St. John del Rey has receded to 27, 29. Pacific shares are rather firmer, at 3 1/2 to 3 3/4; a telegram has been received stating the week's produce from the mill to be \$3500 in silver. Sierra Buttes have risen to 5 1/2, 5 3/4, and Sweetlands (on more favourable advices) have also risen to 3 1/2, 3 3/4. From Camp Floyd cable advices have been received from Capt. Shaw that the contract for the mill has been concluded, and is being rapidly got on with. The works at the mine are opening up in a satisfactory manner. Birdseye Creek, 4 to 4 1/4; the company's aqueduct has been finally completed. The mines are in a state of readiness for work, and after the first rainfall large returns may be relied on. Utah shares have fallen to 6 1/2, on rumours that the company will require a small amount of additional capital. The last report from Capt. Nancarrow, which appears in another column, sets forth the position of the workings. Richmond Consolidated shares have advanced, and close 3 1/2 to 3 3/4 prem. South Auroras have been enquired for, at 2 to 2 1/4. Don Pedros have declined to 2 1/4 prem. In Anglo-Brazilians a considerable amount of business has been transacted. Kelipso close par to 1/4 prem.

Subjoined are the closing quotations:—East Caradon, 5 1/2 to 5 3/4; Great Laxey, 14 1/2 to 14 3/4; Marke Valley, 5 1/2 to 6 1/4; Pennerley, 4 1/2 to 4 3/4; West Chiverton, 16 to 17; Almada and Titiro, par to 1/4 prem.; Cape Copper, 10 to 11 prem.; Chontales Consolidated, 1 1/2 to 1 3/4; Colorado Terrible, 4 1/2 to 4 3/4; Silver Plume, par to 1/4 prem.; United Mexican, 2 1/2 to 3 1/4.

THE CHANS SILVER-LEAD MINING COMPANY, with a capital of 30,000*l.*, in shares of 5*l.* each, has been formed to take on lease for 30 years a silver lead property granted by the Portuguese Government to Mr. R. H. Russell, of Oporto, at a yearly rent of 20*l.*, merging into dues at 1-20th. The concession embraces an area of 172 acres, and contains numerous lodes. It is mentioned that "a paramount feature is that the junction of the rocks takes place at the outcrop, or base, of granite in the concessions; the value of such a position in a geological point of view cannot be over-estimated." Specimens of the ore have been assayed by Messrs. Johnson and Matthey, F. Claudet, and W. White, and found to contain 65 to 70 per cent. of lead and 5 ozs. of silver to the ton of ore. It is estimated that the cost of raising, dressing, shipping, and selling ore will be 5*l.* 5*s.*, that the ore will sell at from 10*l.* to 14*l.* per ton, and that the cost will diminish as the works extend.

COAL MARKET.—The fresh arrivals this week only number 80 ships. The market for house coals has been quite animated, and a further rise in prices of 1*s.* and 1*d.* per ton established. Hartleys in good demand, and advanced 6*d.* Haswell Wallsend, 24*s.*; Original Hartlepool, 24*s.*; Hutton Wallsend, 24*s.*; South Hutton Wallsend, 23*s.* 6*d.*; Eden Main, 22*s.* 6*d.*; Harton Wallsend, 22*s.* 6*d.*; Hutton Lyons Wallsend, 22*s.* 6*d.* Unsold, 1 cargo; 30 ships at sea.

The subscription lists for the shares of the Stranton Iron and Steel Company, the prospectus of which will be found in another column, will be closed on Wednesday, the 20th inst., for London, and on Thursday, the 21st inst. for country applications. The shares are 1 to 1 1/4 prem.

The subscription lists for the shares of the Louth and Lincoln Railway will be closed on Monday, Dec. 18, for London, and on Tuesday, Dec. 19, for country applications. The shares are 3 1/4 to 4 prem.

The directors of the Flagstaff Silver Mining Company have appointed Mr. N. M. Maxwell to inspect and report upon the mine and smelting works proposed to be purchased by this company. He will sail from Liverpool on Saturday. His report may be expected early in January.

The subscription-lists for the shares of Food Preserving Company (limited) will be closed on Wednesday, the 20th inst., for London, and on Thursday, the 21st inst., for country applications.

STEAM-ENGINES.—Mr. JOHN HOPKINSON, jun., of Manchester, engineer, has specified his improvements in steam-engines. The object is to effect a variable expansion of the steam regulated by the governor. My invention relates to that form of valve in which the steam is admitted and the exhaust opened and closed by means of one or two slide valves, and is cut off by means of an independent cut-off slide moving at the back of the slide valve or valves. The invention consists also in the construction of the slide-valve and in the mode of setting the eccentric, also the manner of controlling the setting of the cut-off eccentric by means of the governor.

SEPARATING SILVER AND GOLD FROM COPPER.—Mr. C. WIGG, of Liverpool, has specified his improvements in obtaining silver and gold in the treatment of cuprous ores. The object of the invention is to obtain or separate silver and gold from copper liquors before such liquors are admitted into the precipitating tanks. "For that purpose I reduce the specific gravity of the copper liquors by adding water or weak liquor (one-half, more or less) thereto. After agitating or well mixing the whole I find, on allowing it to settle, the silver and gold, or either of them, fall to the bottom of the containing tank or vessel; they, or either of them, can be removed from time to time. The water or weak liquor can be added in the cold or hot state."

IMPROVED TIPPING APPARATUS.—The invention of Mr. J. C. LEE, C.E., of Great George-street, Westminster, relates to and has for its object improvements in the present mode of tipping and unloading railway and other wagons or vehicles, and in the machinery or apparatus by which this is attained. It is effected thus—the wagon to be unloaded having been run on to the table of the tipping apparatus, as described and referred to, and the machinery being set in motion, and table and wagon are made to lean over or incline sideways to the proper angle at which the load will slide or fall, instead of the wagon being tipped endways as heretofore in use.

NITRO-GLYCERINE.—Mr. W. R. LAKE, (Haseltine, Lake, and Co. patent agents) has specified the invention of Mr. Henry D. Barrett, of Washington, for an improved process and apparatus for manufacturing nitro-glycerine. The said invention consists, first, in a process of mixing glycerine and mixed acids to form nitro-glycerine by introducing the glycerine into a bath of mixed acids (nitric and sulphuric), in which a rapid circulation of the fluid contents of the bath is maintained. Second, in an apparatus for the manufacture of nitro-glycerine consisting of a mixing vessel having a diaphragm or diaphragms in combination with a paddle-wheel for creating and sustaining a rapid circulation of the fluid contents of the mixing vessel. Third, in a mixing vessel, traversed by a hollow diaphragm or diaphragms communicating with an exterior and surrounding vessel or reservoir of water, for the purpose of making nitro-glycerine.

STEAM, WITH COAL OIL AS FUEL.—An improved steam-generating apparatus, the invention of Mr. J. K. CALDWELL, of Philadelphia, has recently been introduced at the Girard Tube Works, in that city. The arrangement appears to be similar to that of Messrs. Aydon and Field. Two tubes are placed with their mouth at right angles, the one emitting a thin jet of oil, while the other emits a jet of similar size of superheated steam; the result of the combination is hydro-carbon gas, which burns very freely, and gives out an intense heat. Both gas and steam are regulated by cocks easily managed, and so simple is the whole arrangement that the most limited comprehension can understand it, and it, therefore, has no technical difficulties in the way of its general introduction into machine shops and manufactories. The trial at the Girard Works has been made on a boiler of 100-horse power, in which a pressure of 50 lbs. of steam was generated in one hour, or about half the time required to generate the same amount of steam with coal. The cost of heating by this means is also much below that of coal, as one barrel of crude oil performed the same work as coal costing three times the price; there is likewise an entire absence of smoke.

BOROUGH OF BRADFORD.

TO RAILWAY WAGON BUILDERS.

THE CORPORATION OF BRADFORD ARE PREPARED TO RECEIVE TENDERS FOR THE SUPPLY OF A NUMBER OF 8-TON RAILWAY WAGONS.

Specification and Form of Tender may be had on application at the under-named offices on and after Monday, the 11th of December instant.

Tenders, endorsed "Tender for Wagons," to be forwarded to me before noon on Wednesday, the 20th instant.

The Corporation do not bind themselves to accept the lowest or any tender. By Order, W. T. MCGOWEN, Town Clerk.

Corporation Offices, Bradford, 7th December, 1871.

TIN MINES AND IRON MINES.

THE UNDERSIGNED IS IN A POSITION TO FURNISH INFORMATION AS TO SEVERAL VALUABLE SETTS OF THE ABOVE, WHICH MAY BE HAD ON FAIR TERMS.—Apply to—W. VINE, Camelford, Cornwall.

TO TIMBER MERCHANTS, FINANCIAL, AND OTHER AGENTS.

AGENT WANTED.—THE PROPRIETORS OF A VALUABLE PATENT FOR SEASONING AND PRESERVING WOOD FROM DECAY are desirous of arranging for the SALE OF LICENSES TO TIMBER MERCHANTS AND OTHERS TO WORK THE PATENT UNDER ROYALTY, and will be glad to arrange with gentlemen able to introduce it in their respective neighbourhoods, or to form companies to take the exclusive rights for a district. Such companies could work it in connection with the timber business. The patent is at present in working order, and the process, as also samples of wood prepared by it, may be seen, and every information will be given. None need apply but gentlemen really qualified to introduce it successfully. Address, in the first instance, "J. W.," care of Henry Greenwood, Advertising Agent, Liverpool.

WANTED.—AN ASSAYER AND SMELTER of long practical experience of TIN AND LEAD SMELTING at home and abroad, wishes a SITUATION in either capacity, or both. Understands the laying out of plant, &c.; has served in California and Nevada, also in Spain. Speaks the Spanish language. Has first-class testimonials and references. Address, "B. A.," Post Office, Plymouth, Devon.

WANTED, FROM 80 TO 120 YARDS OF CAST-IRON PUMPS, 19 in. or 19 1/2 in. diameter, to have faced and spigoted joints, and to be in good condition.

Address, with particulars and price, to "C. H.," Post Office, Hanley, Stoke-upon-Trent.

WANTED, A RESIDENT MINE AGENT FOR WHEAL DANIEL MINE, near CHACKWATER. A knowledge of dialling and tin assaying, with tin dressing, indispensable. Personal application, with testimonials, to be made to the Committee on the Mine, on Saturday, December 16th, at noon. Wages, 28*s.* per month. Wheal Daniel, Dec. 8, 1871. JOHN NIXES, Purser.

A GENTLEMAN, who is lessee of a VALUABLE LEAD MINE in WEARDALE, county of DURHAM, seeks a PARTNER, or would DISPOSE OF THE LEASE. The mine is giving a good profit from the single sett (three in all) now in work, and which would be largely increased by its further development. Address, "T. P.," Oriental Club, Hanover-square, London, W.

TO PROMOTERS OF JOINT-STOCK COMPANIES, AND OTHERS.

FOR SALE, A LIST OF SEVEN THOUSAND PICKED NAMES AND ADDRESSES OF NEW AND BONA FIDE INVESTORS. Price 5*s.* per 1000, 28*s.* the lot. Address, A. CLARE, Deacons, Leadenhall-street, E.C.

OLD IRON PIT WIRE ROPE, FLAT AND ROUND, WANTED TO PURCHASE.

Apply, stating quantity and price per ton delivered in London, to—BAILEY, PEGG, AND CO., 81, BANKSIDE, S.E.

TO CONCESSIONAIRES, PROMOTERS, AND FINANCIERS.

SHARES IN NEW ENTERPRISES SUCCESSFULLY INFLUENCED AND PLACED. Address, in perfect confidence, "Operator," care of John Baptist Wolpert, Advertising Agent, 24, Austinfrs., E.C.

TERRAS TIN.—WANTED FOR CASH, any part of 200 shares. Lowest price to be stated by letter, and application from bond *fide* holders only entered. "E. R. Y.," Messrs. Barber, 13, Royal Exchange, London.

GREAT ROYALTON TIN MINE.—ONE HUNDRED SHARES FOR SALE. The mine is looking well, and the north lode cut rich. Apply to "A. B.," MINING JOURNAL Office, 26, Fleet-street, London.

GREAT WESTERN, NEVADA, adjoining the EBERHARDT.—30 SHARES FOR SALE, 25*s.* 6*d.* paid, at 1/4 dis.; 20 BRAGANA, 17*s.* 6*d.* paid; 30 GREAT RETALLACK; 30 NORTH TRESKERRY; 30 NEW ZEALAND. OFFERS WANTED FOR ANY OF THE ABOVE. Address, Mr. HARRISON, 7, Claremont-terrace, Leamington.

FOR SALE, £700 ORDINARY STOCK OF THE FESTINOG RAILWAY COMPANY. This company has paid a dividend of Ten per cent. per annum for the last two years. Offers may be addressed to Mr. POSTANS, Solicitor, Brentwood.

FOR SALE (or part),—25 Pacific, 63*s.* 9*d.*; 10 Marke Valley, 25*s.* 6*d.*; 10 Carn Camborne, 29*s.* 6*d.*. Offers wanted for 75 Terras Tin, 20 East Llanygog, 100 East Terras, 40 South Darren (fully paid), 10 Frank Mills. Address, "Vendor," 78, Old Broad-street, London, E.C.

GOBBETT TIN MINING COMPANY (LIMITED).

Notice is hereby given, that a large number of the FIFTEEN PER CENT. PREFERENCE SHARES herein, of 2*l.* each, having already been privately subscribed for, and the directors having obtained possession of the mine, and commenced operations, the LIST OF APPLICATIONS for the shares remaining unsold will CLOSE ON MONDAY, the 18th inst., for LONDON, and WEDNESDAY, the 20th, for the COUNTRY.

For prospectuses and forms of application, apply to the company's bankers, the Alliance Bank, Lothbury; or to the Secretary, 27, Bush-lane, Cannon-street, E.C.—Dec. 12, 1871. By order.

THE CAPE COPPER MINING COMPANY (LIMITED).

Notice is hereby given, that at a meeting of the directors of this company, held THIS DAY, it was resolved:—That a DIVIDEND of FIVE SHILLINGS PER SHARE, free of income tax, out of the profits of the year 1870, realised to this date, be now declared, payable on the 30th day of December instant, and that the Transfer Books be closed from the 23rd to the 30th December, both days inclusive.

By order of the Board, J. C. LEAVER, Secretary.

6, Queen-street-place, Upper Thames-street, London, E.C., Dec. 13, 1871.

J. OS. HOWARD AND CO., ACCOUNTANTS, SHAREDEALERS, AND VALUERS.

LIFE, FIRE, AND MARINE INSURANCE AGENTS, No. 2, DUNN STREET, SCOTSWOOD ROAD, NEWCASTLE-UPON-TYNE.

Every description of shares bought and sold at the best market prices.

N.B.—Buyers in North Country mines will do well to consult J. H. and Co. before making purchases.

NOTICE.

INVESTORS' GUIDE should be consulted by all Capitalists seeking SAFE AND PROFITABLE INVESTMENTS.

INVESTORS' GUIDE contains the most reliable information relative to Mining, Banking, Railway, Insurance, Dock, Hotel, and other Companies. MINE, which will soon become, without exception, THE RICHEST MINE IN WALES. Shares, which can now be purchased at 23*s.* will very soon be worth 25*s.* INVESTORS' GUIDE, published monthly, and forwarded POST FREE on application to—JOSEPH FELL AND CO., 25, GREAT ST. HELEN'S LONDON, E.C.

MESSRS. W. BRUNTON AND CO., SAFETY FUSE MANUFACTURERS.

REDRUTH, CORNWALL; AND RRYMO, NEAR WREXHAM.

MESSRS. CAMERON AND CO., SHAREBROKERS, CHESTER, having a thorough knowledge of the Lead Mining Districts in Wales, are ENABLED TO FURNISH THE BEST AND MOST RELIABLE INFORMATION ON ALL WELSH LEAD MINES.

Messrs. CAMERON and Co. have FOR SALE a limited number of fully paid-up shares in TWO valuable LEAD MINES, which, at 2*s.* per share, they recommend to the attention of investors. Both these properties are situated in a well-known district, long celebrated for yielding immense returns of lead. Early applications for shares are strongly advised, as recent discoveries cannot fail to cause a great advance in price. Particulars forwarded on application.

OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

MR. R. TREDINNICK, CONSULTING MINING ENGINEER, 3, CROWN COURT, THE ARCADE, LONDON.

Selected List of Dividend and Progressive Mines, &c.; selected List of Foreign Bonds and Colonial Bonds, &c.; selected List of Home Securities, Banks, Railways, and Miscellaneous, &c.

"SCIENCE OF INVESTMENT" revised. Second Edition. Ten Thousandth. Price 5*s.*

Foreign, Colonial Bonds, Railway Stocks and Shares, Banks, Insurance, and Miscellaneous Stocks and Shares bought and sold at the market prices subject to a profit of 1 per cent. on the price of the day.—An 7, 25, 1871.

ZINC AND LEAD ORES.

I AM PAYING as follows:—

1.—BLENDE.

Price current at the London market for a ton of spelter, common brands, during the month of the delivery of the ore.	Price of a ton (20 cwt.) of blende, delivered f.o.b. at Antwerp, and containing 65 per cent. of zinc.	Diminution of the foregoing prices for every 1 per cent. of zinc, less than 65 per cent.
£19 20 21	£7 2 7 7 13 10 8 5 1	3 <i>s.</i> 6 <i>d.</i> 3 8 3 11

2.—CALCINED CALAMINE—5*s.* more than for blende.

3.—RAW CALAMINE (carbonate or silicate).—13*s.* more than for blende.

4.—LEAD-SILVER ORES.—23*s.* for 85 units of lead, deducting 3*s.* 4*d.* per unit below, all the silver being paid extra 4*s.* 10*d.* per ounce troy.

I also BUY at the HIGHEST PRICES:—

5.—ZINC AND LEAD ORES MIXED TOGETHER.

6.—SILVER-LEAD ORES.

I BUY any quantities, however large, contracting for as many years as desired. Particulars by letter.

ARMAND FALLIZE, Ingénieur, à Liège (Belgium).

MR. W. H. CURELL, STOCK AND SHAREDEALER.

No. 42, CORNHILL, LONDON, E.C.

Closing Prices of British and Foreign Mining Shares.

Friday Evening, December 15, 1871.

Buyer.	Seller.	Buyer.	Seller.
Bog	£ 2 1/4	Van Consols	£ 1 1/4
Carn Brea	144	West Caradon	3 1/4
Cook's Kitchen	48	West Chiverton	16
Drake Valley	1	West Frances	24
East Caradon	8 1/4	West Maria	1 7-16
East Grenville	2 1/2	West Tankerville	8
East Lovell	9 1/4	Wheal Buller	28
East Van	9 1/2	Wheal Grenville	9 1/2
Great Laxey	14	Wh. Kitty (St. Agnes)	14
Great North Laxey	1 1/4	Wheal Soton	30
Marke Valley	4		
Parys Mountain	2 1/4		
Pennerley	4	Cape Copper	17 1/4
Perkins Beach	1 1/2	Rberhardt and Aurora	12
Prince of Wales	18 <i>s.</i>	Kelipso	par
Providence	25	Kansas	4 1/2
South Carn Brea	7	Pacific	3 1/4
South Condurow	8 1/2	Richmond Consolidated	2 1/2
South Crofty	39	St. John del Rey	28
Tankerville	17	South Aurora	2
Tincroft	65	Taguairil	6 <i>s.</i> 3 <i>d.</i>
Trumpet Consols	16	Utah	8 1/4

Mr. W. H. CURELL is prepared to deal in all the above, and orders to BUY or SELL will be promptly executed, either for immediate settlement or account.

Mr. W. H. CURELL will be happy to forward, free on application, his "Daily Price-List."

Bankers: City Bank.

MR. THOMAS SPARGO, MINING ENGINEER, STOCK AND SHAREDEALER, 224 AND 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

MR. CAVENDISH TAHOUDIN, SHREWSBURY, STOCK AND SHAREDEALER.

From his long experience with and residence in the district, is always in a position to give reliable information upon the Shropshire Mines, and will sell or purchase every description of shares for net cash or account at the best market prices. Special business in—

Bog. Pennerley. Perkins Beach. Roman Gravel. Tankerville. West Tankerville. South Roman Gravel.

Parties wishing to sell or purchase in the foregoing are requested to make early application.

Bankers: National Provincial Bank of England.

MESSRS. ALFRED ENDEAN, FISHER, AND CO., STOCK AND SHAREDEALERS, 32, NEW BROAD STREET, LONDON, E.C.

Business transacted in all marketable securities for cash or account.

GENERAL MINING OFFICES, BEDFORD FOUNDRY, TAVISTOCK, CONDUCTED BY MR. CHARLES F. COLLOM.

MINING ENGINEER, AGENT, AND SURVEYOR. Who undertakes the entire local Management of Mines, including Dialling, making accurate Underground Communications and Plans, at a stipulated salary.

Mines Inspected and faithfully Reported on, orders for which purpose should be made for Mr. Collo, or his Agent.

Promoters of New Mining Enterprises (which will bear the strictest scrutiny) rendered every assistance.

Investments in Mines arranged for Capitalists,—the condition of the companies, as well as the prospects of the Mines, being first strictly investigated.

THE TIN MINES OF CORNWALL AND DEVON—THEIR PRESENT POSITION AND PROSPECTS.

By THOMAS SPARGO, Mining Engineer and Stock and Sharedealer, Gresham House, London, E.C.

Price 5*s.*, post free.

LABORATORY OF ANALYTICAL CHEMISTRY, 4, THE CEDARS, PUTNEY, LONDON, S.W.

ESTABLISHED 1859.

ANALYSES AND REPORTS ON METALLIC ORES, METALS, &c., daily attended to by Dr. T. L. PHIPSON, F.C.S., Member of the Chemical Society of Paris, &c.

MR. W. WHITE, ASSAYER AND CONSULTING CHEMIST, in announcing the REMOVAL of his LABORATORY AND ASSAY OFFICE from Crown-court to much more commodious premises, 25, FINSBURY PLACE, near FINSBURY CIRCUS, hopes to RETAIN THE CONFIDENCE hitherto reposed in him.

Assaying taught. Lectures to Schools and Public Institutions.

Just published, price Half-a-crown.

ON COLLIERY EXPLOSIONS, SOUTH WALES COAL FIELD, IN THE MERTHYR, ABERDARE, and RHONDDA VALLEYS.

With Map of the District. Explanatory Sections and Diagrams: Being a Paper read before the South Wales Institute of Engineers, by Thomas Joseph, Mining Engineer, a Member of the Institute.

Mertbyr Tydfil: FARRANT and FROST.

London: SIMPKIN, MARSHALL, and Co.

LEAD ORES.

Merthyr Tydfil: FARRANT and FROST.
 London: SIMPKIN, MARSHALL, and Co.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Dec. 8—Dylife	61	£11 9 6	A. Eytan.	
—Powell United	19	11 9 6	Barry Port Company.	
9—Wheal Trelawny	13	20 10 6	Stock and Company.	
— ditto	20	6 19 0	ditto	
11—Glogfawr	30	13 2 0	Peter Glover.	
—Frongoch	60	11 4 0	Walker, Parker, & Co.	
— ditto	60	11 5 0	Panther Lead Co.	
—East Darren	31½	16 0 0	Walker, Parker, & Co.	
— ditto	31½	16 0 0	Peter Glover.	
—Goginan	21	16 0 0	Runcorn Smelting Co.	
—Kegair Lle	27	11 0 0	Barry Port Company.	
12—Tankerville	100	12 8 0	—	
13—Cwm Vron	20	11 5 0	Panther Lead Co.	
—Mina Union	13	12 6 0	ditto	
14—Talarogoch	40	12 7 6	Walker, Parker, & Co.	
— ditto	100	13 6 6	ditto	
— ditto	40	13 6 6	ditto	
— ditto	40	13 6 6	Adam Eytan.	
—Trelogan	35	13 1 6	ditto	
—Halkyn & Deep Level	20	12 9 0	Walker, Parker, & Co.	
— Mold	50	11 5 6	ditto	
—Gladstone	5	11 11 6	Adam Eytan.	
—Bagillt Smelting Co.	13	11 6 0	ditto	
—Gorseled & Celyn Level	10	12 5 0	ditto	
—South Merilyn	6	11 10 0	Walker, Parker, & Co.	

Notices to Correspondents.

•• Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

GAS AND FUEL.—In the Journal of Dec. 2, reference is made to liquid fuel gas, obtained from petroleum in a small generator 1 1/2 in. diameter, and 3 feet high. I should be glad to learn whether the gas is fit for lighting, as it would be a simple way of making gas for private houses, &c. In the next paragraph a new stove invented by Prof. Meidinger, of Karlsruhe, is referred to. Can this stove be obtained in London, and if so, where?—J. P.: County of Cork.

UTAH.—Can any of your scientific correspondents say whether this mine contains true fissure veins or merely deposits? The affairs of the company and its management seem to be enveloped somewhat in mystery; and, from the length of time the property has been in the hands of the present owners, full information as to the capability of the mine and character of the property should be promptly afforded.—A SHAREHOLDER: Dec. 13.

EAST LLANGYNOG.—“X. M.”—Write to Messrs. Taylor and Co., Mining Exchange, South King-street, Manchester.

CANTAR.—A full abstract of Mr. P. L. Simmonds's lectures on Science and Commerce is published in the Journal of the London Institution of Dec. 13, a copy of which could, doubtless, be obtained by writing to Mr. J. C. Brough, the librarian, Finsbury-circus. The Commercial Dictionary of Trade Products, published by Routledge and Co., is 7s. 6d. All the other commercial works of Mr. Simmonds are out of print, and hence difficult to be procured.

VIRTUOUS LADY.—“Investor” should attend the meeting and obtain the information he requires. We could not publish his letter without the writer's name being attached.

SULPHATE OF BARYTA.—“L.” (Leth).—The letter shall be forwarded as soon as we can obtain “B. M.” address, which has been mislaid. Enquiries made in the Correspondence column should be replied to through the same channel: as they are intended to elicit information of value to the readers of the Journal generally, and not as a means of opening private correspondence between two individuals.

NEW TRELAUGH.—Mr. W. Ward, of Crosby-house, Bishopsgate, can supply the information.

TRACTION-ENGINES FOR MINES IN SPARSELY SETTLED COUNTRIES.—“K. J.” (Nevada).—The reason of the failure of the traction-engines sent out to the mines in the extreme north of the colony of South Australia was not that the unevenness of the country prevented their proper working, but that it was absolutely impossible to obtain water for them. They can be run easily enough wherever a team can be taken, and are more economic when fuel and water are abundant. Large wheels are not a substitute for a self-laying track, and in practice the draught is much easier when the same engine is mounted on wheels with the Boydell track than when it is furnished with large wheels with a tread equal to the width of the track. The sole fault of the wire tramways as hitherto constructed is, that too light a rope and too great spans have been attempted, and these difficulties will quickly be overcome. The advantage of a wire tramway, as compared with every other system of conveyance for mines in mountainous districts subject to heavy falls of snow, is that it is available all the year round. It would even pay to put the supports only 20 yards apart if much traffic is to pass over the line, because a fall of snow that would render every other kind of track impassable would leave the wire tramway unaffected, as the transit would be going on above the surface of the snow, and the continual movement of the rope would effectually prevent the lodgment of snow up it. A covered railway on the Fell system might pay where several mining companies unite to construct it for their joint use.

Mr. J. P. Endean's communication will appear in next week's Journal.

Received.—“Shareholder in Utah.”—“J. R. P.”—“G. W. P.”—“J. C.”—“G. H.”—“Nemo.”—“Justicia.”—“Another Shareholder” (Utah).

PRICE OF MINES SHARES.—In the case of shares regularly dealt in on the Stock Exchange or Mining Market there should never be any difficulty in dealing at published quotations, but there are, of course, many mines for the shares in which there is only a very limited demand, and dealers in these are necessarily affected by private negotiation; the quotations for such shares must be considered merely nominal. With regard to prices advertised by shareholders, application should be made direct to the advertisers, who alone are responsible for them.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, DECEMBER 16, 1871.

WHAT DOES A HIGH DEATH RATE IN COLLIERIES MEAN?

There are portions of the Mines Inspectors' reports which we venture to think do not receive from colliery managers all the attention they deserve. Every manager fairly desires to conduct the collieries under his charge with the greatest possible economy in money, as well as in life cost. Is he sufficiently aware of the preliminary loss which follows upon a high average death rate? We venture to think that, as a rule, he is not. Every colliery proprietor and colliery manager who possesses the last Blue Book of Reports—and it should be possessed by all of them—should read with care the interesting return giving the number of male persons employed in and about the collieries, and the total number of tons of coal raised in all the districts respectively. On analysing this portion of the reports, we find that for each person employed in the South Durham district 409 tons of coal are raised per annum. In the Northumberland, Cumberland, and North Durham district, 367 tons per annum per man employed; in South Staffordshire and Worcestershire, 358 tons; in West Scotland, 323 tons; in South Wales, 320 tons; in Yorkshire, 316 tons; in East Scotland, 314 tons; in North Staffordshire, Cheshire, and Shropshire, 309 tons; in Derby, Nottingham, Leicester, and Warwick, 294 tons; in West Lancashire and North Wales, 278 tons; in North and East Lancashire, 268 tons; in Monmouth, Gloucester, Somersetshire, and Devonshire, 255 tons; whilst the average over the whole quantity of coal raised during the year gives 321 tons raised per annum per man employed. It is evident from this analysis that, whether from the superior class of workmen employed, or the perfection of machinery, or the greater ease of mining, the South Durham district ranks highest in the useful effect of each man employed. In South Durham 10 per cent. more coal is raised per each man employed than in North Durham, Northumberland, and Cumberland districts; and 12 per cent. more than in the South Staffordshire district, which ranks third in the list. This position is creditable to South Staffordshire, considering that many of the colliery plants are of antiquated construction, and the draft of coal limited.

The two Scotch districts, the South Welsh, and Yorkshire, are all nearly on a par one with the other, and will average about 22 per cent. less effect per man than in the South Durham district. The North Staffordshire and Derbyshire districts follow with about 25 per cent. less effect per man than in the South Durham district.

Then come the North Wales and the Lancashire districts, which show 33 per cent. less effective result per man employed; and, lastly, the Monmouth, Gloucester, Somersetshire, and Devonshire districts lagging behind with a loss of 39 per cent. of effective result per man as compared with South Durham. This loss of effective result is a very serious thing, and means a great deal of money. For instance, supposing the wages paid came to 1s. 2d. for each ton of coal raised, then each 1 per cent. loss of effective result per man employed means an extra cost of 1d. upon each ton of coal raised. Judged by this standard, the extra cost in the North Durham and South Staffordshire districts compared with South Durham is about 6d. per ton, which in the two districts named means that 550,000l. per annum more wages are paid through non-effective result than would be the case in the South Durham district for the same amount of work.

The extra cost in the Scotch, South Welsh, and Yorkshire districts is about 11d. per ton, and in the North Staffordshire district rather over 1s. per ton, which total upon the coals raised in those districts to nearly 2,000,000l. sterling per annum. The extra cost in the North Wales and West Lancashire districts is 1s. 4 1/2d. per ton, or rather over 600,000l. per annum on the coal raised.

The 39 per cent. less effectiveness in the Monmouthshire, Gloucestershire, Somersetshire, and Devonshire districts means an extra money cost in wages paid in those districts of 500,000l. per annum for the coal raised as compared with South Durham.

We do not propose for a moment to insinuate that the great extra costs in other districts as compared with South Durham are the results of bad management therein. There are, no doubt, great physical differences between districts, on account of which, though the management may be equal, widely different results in regard to cost must necessarily obtain; but the figures show that both proprietors and their agents should take the utmost pains to obtain if possible a higher standard. The gentlemen who have the management of the collieries in the districts that bear unfavourably with the best, are men who are quite able when such a state of things as we have here

found it our duty to draw attention to is placed fairly before them. We think we have done this, and having done it we leave it with them to enquire in what consists certain great differences? We think the question has not before come to their notice so prominent and so striking a manner as that in which we have now been able to place it. If the little care we have taken in preparing these comparative figures should incite any enquiry that has not yet been vigorously taken up our object will have been gained, for we are sure that the outcome will be very much benefit to the colliery proprietors of the districts mentioned, as well as a great blessing to their work-people. Inasmuch as the question cannot be effectively considered by one colliery manager so as to largely affect the entire Government inspection district to which he belongs, although he might be able to use the means of attaining a favourable alteration in his individual case, we suggest that this question be taken up and fairly discussed on the earliest occasion in connection with the meetings of the several mining institutes which are now, we are happy to know, scattered very freely throughout the whole country.

It would afford this Journal much gratification to report in its columns discussions at such institutes that may take place upon the topic which we herein float.

ENGLISH COAL ABROAD.

Notwithstanding that the demand for English coal abroad was somewhat affected early in the year by the lamentable condition to which France was reduced, the exports for the whole of 1871 will exhibit a very considerable progress. Even if we take the exports for December at only 1,000,000 tons, the total for the whole of 1871 will be carried to 12,823,381 tons, an aggregate which would compare as follows with the exports of the previous 15 years:—

1856	.....Tons	5,879,779	1864	.....Tons	8,809,908
1857	.....	6,737,718	1865	.....	9,170,477
1858	.....	6,829,483	1866	.....	9,532,712
1859	.....	7,006,949	1867	.....	10,415,778
1860	.....	7,321,832	1868	.....	10,387,804
1861	.....	7,855,118	1869	.....	10,588,425
1862	.....	8,301,852	1870	.....	11,495,922
1863	.....	8,275,212	1871	.....(estimated)	12,823,381

We do not, of course, affirm that the total of 12,823,381 tons is to be taken as an exact representation of the exports of the now fast-closing year, but it will clearly be not very wide of the mark, seeing that the exports in November amounted to 1,172,380 tons, and for the eleven months ending Nov. 30 this year to 12,823,381 tons. It may be affirmed, then, that 1871 has been a highly progressive year for the British export coal trade. Should matters move on as at present it will be seen that by 1886 we shall be shipping coal annually from our shores to the extent of about 18,000,000 tons per annum, assuming that the exports display year by year the last 15 years, average rate of progress. It is, of course, a question whether, with the great progress of the home consumption, it is an unmixed advantage that we should be parting thus lavishly with our store of coal, more especially as the home consumption proceeds year by year at a more and more rapid rate. But however this may be, it may be presumed that the hope of present gain outweighs every other consideration as regards the future, and will probably continue to do so until the stock of English coal is all worked up. Certainly at present the foreign demand for English coal is of not very overwhelming importance, but it seems to be expanding more rapidly than hitherto. Thus, if we compare the returns illustrating the exports of 1863 with those of 1866, we find that the shipments progressed in the former year as compared with the latter to the extent of 2,395,433 tons; while if we compare our estimate, illustrating the probable shipments of 1871 with the shipments actually made in 1864, we find an advance of 4,013,473 tons. Certainly the total for 1871 is at present only an estimate, but the figures which we have set down for the year will be found to be within the mark by 200,000 tons one way or the other, and the fact seems conclusively established that foreign countries and our colonies are year by year drawing upon us for coal to a larger and larger extent. Should the foreign demand proceed in the same increasing ratio as at present it may be carried to 18,000,000 tons in 1876 (instead of 1866), 24,000,000 tons in 1881, 31,000,000 tons in 1886, 39,000,000 tons in 1891, 48,000,000 tons in 1896, and 58,000,000 tons in 1901. The export coal trade question is thus clearly one of more importance than may at first sight appear. It remains, however, to be seen whether the progress of British population and wealth in Canada, India, Australia, New Zealand, Borneo, and other parts of the world in which British influence prevails may not exercise some effect upon the foreign demand for coal extracted from the soil of Great Britain itself. Hitherto the carboniferous deposits of India, Borneo, Australia, &c., have not been worked with much method or earnestness; but this is no reason why greater energy will not be displayed in their future utilisation, and it will be strange indeed if our colonies should be content to allow their coal wealth to remain dormant, and pay the parent land great sums for coal brought thousands of miles over sea.

The more immediate features of our coal exports are the rapid revival of French consumption, and the extraordinary development of the German demand. The shipments of coal this year to Germany have compared as follows, month by month, with those of the two previous years:—

	1869.	1870.	1871.
January	.....Tons 27,458	..... 49,732	..... 21,880
February	..... 27,822	..... 31,471	..... 36,475
March	..... 160,943	..... 129,665	..... 240,136
April	..... 188,537	..... 207,459	..... 182,924
May	..... 167,817	..... 206,409	..... 206,852
June	..... 159,168	..... 202,597	..... 246,168
July	..... 211,444	..... 129,437	..... 248,812
August	..... 158,389	..... 19,991	..... 230,761
September	..... 137,111	..... 43,968	..... 238,667
October	..... 128,641	..... 21,035	..... 267,351
November	..... 91,490	..... 216,397	..... 217,857
Total	..... 1,610,150	..... 1,479,393	..... 2,926,882

The returns for 1870 will be seen to have been reduced a little by the French blockade, but after the middle of September in that year this blockade did not amount to much; and ever since, the consumption of English coal in Germany—except when the Baltic ports were closed by the icy hand of winter—has been proceeding at a great rate, English coal miners having had to make good the void occasioned by the war in the German coal mining world. As regards the consumption of English coal in France this year, it promises to be nearly equal to that witnessed in 1869, the last year before the war.

PROGRESS IN NEW ZEALAND.

The aspect of affairs in New Zealand is more encouraging now than it has been for a long time. The traditional hatred of the Maori to the Pakeha, which has so much impeded the progress of the North Island in former years, appears to be dying out; and the energies of both the natives and the British settlers are being applied systematically—or at any rate more systematically than hitherto—to the task of turning to account the great resources which the two beautiful islands, brought to the knowledge of Europeans 102 years since by the persevering enterprise of Capt. COOK, undoubtedly possess. The New Zealand Government appears to be seriously bent on constructing a network of railway lines, and as the manufacture of rails is not at present one of the industries of the colony, the New Zealanders seem likely to be tolerable customers for English rails for some years to come. Hitherto the material progress of New Zealand has been checked by the existence of too many Governments, each province having an administration of its own, which has not always worked very harmoniously with the general Government. Without entirely destroying the system of provincial administration, the present rulers of New Zealand appear resolved to centralise authority in the colony to a much greater extent than hitherto. The prosecution of railway works, for instance, is to be brought more under the control of the general Government. At present the railway policy of New Zealand has not been thoroughly matured; but the colonial Government has, nevertheless, enunciated two sound general principles—first, that no railways shall be constructed by it which do not promise to pay working expenses; and, secondly, that, in order to prevent an indiscriminate scramble for railways, a power of local rating shall, under certain contingencies, be provided.

Meanwhile it must not be supposed that while a network of quasi State lines for New Zealand is under discussion the work of railway

development is entirely at a standstill. On the contrary, the general Government is having the route for the Picton and Blenheim Railway re-surveyed; and Mr. BELL (one of Messrs. BROGDEN'S engineers) and Mr. DOBSON were in September proceeding with the work. The present surveys are the third which have been made with reference to the line in question, and the district proposed to be accommodated is becoming in consequence a little impatient. The works on the Northern Railway of the province of Canterbury have been progressing satisfactorily. The earthworks and fencing to the south branch of the Waimakariri have been completed; the bridges, including a large one across the south branch of the Waimakariri, have been finished; and the ballasting and plate-laying have been proceeded with as far as Papanui. There is, consequently, every prospect of the line being opened for traffic between Christchurch and Kaiapoi before the commencement of the new year. The only matter which can interfere with the opening of the line is the non-arrival of the imported materials, but there is no ground for apprehensions on this head. The earthworks and fencing on that part of the line between the two branches of the Waimakariri (running through Kaiapoi) have been completed, and the contract for the fifth section of the line—from Kaiapoi to Southbrook—has been let. Altogether, matters are in a promising state with this Northern Railway of Canterbury. An official statement has been made with reference to contemplated lines in the province of Nelson. These railways are divided into three classes—main lines, feeder lines, and coal mine lines. The Nelson and Cobden Railway is placed among the main lines, but it has not yet transpired whether there is any prospect of the work being undertaken at an early date. A line from Nelson to Foxhill is set down among the works to be undertaken this year; it is proposed, however, to impose a condition of special rating, if necessary, to pay interest, so that it will be a grave question for the province to determine whether it should proceed further in the matter. As regards the province of Otago, it may be added that the construction of the Southern Trunk and the Dunedin and Port Chalmers Railways is being vigorously prosecuted. A seam of what is said to be true coal has been found at Kaitangata, in the province of Otago; it is 6 ft. in thickness. A steam-hammer has been fitted up at the Vulcan Foundry (Messrs. KINCAID, McQUEEN, and Co.'s), Great King-street, Dunedin, in the province of Otago. The first work to which this steam-hammer was applied was the welding of a broken shaft of the screw steamship Maori, and the result is stated to have been satisfactory.

We have given these details to show that the members of the home iron and mechanical trades will do well to keep their eyes upon New Zealand. With a few years of peace, judicious immigration, and prudent railway construction, New Zealand will find itself in a very different position to that which it at present occupies. The credit of the colony is thoroughly well established, New Zealand Consolidated Five per Cents. now standing in the London market at 2 or 3 above par (while 2 1/2 years since they were at 10 discount); the working of gold deposits has endowed the colony with a considerable amount of wealth; and in a word, everything looks well with the beautiful Britain of the South.

MINERAL STATISTICS OF THE UNITED KINGDOM FOR 1870.—We have much pleasure in informing our readers that the “Mineral Statistics for 1870,” which have been delayed owing to the prolonged illness of Mr. Robert Hunt, are rapidly approaching completion, and will, it is hoped, be published before Christmas.

EXPORTS OF PIG-IRON.—The exports of pig-iron from the United Kingdom in October presented a large increase, having amounted in that month to 116,878 tons, as compared with 75,371 tons in October, 1870, and 67,088 tons in October, 1869. In the ten months ending October 31 this year the aggregate exports of pig-iron from the United Kingdom were 900,911 tons, as compared with 641,678 tons in the corresponding period of 1870, and 606,138 tons in the corresponding period of 1869. The exports of pig-iron to France this year show a decrease; but the exports to Germany have progressed from 98,302 tons in the first ten months of 1870 to 169,885 tons in the first ten months of 1871; those to Holland, from 127,538 tons to 207,867 tons; and those to the United States, from 97,586 tons to 156,757 tons. The value of the pig-iron exported in October was 366,370l., as compared with 227,454l. in October, 1870, and 193,498l. in October, 1869. The aggregate value of the first ten months of this year was 2,750,289l., as compared with 1,898,023l. in the corresponding period of 1870, and 1,735,511l. in same period of 1869.

THE EXPORT COAL TRADE.—The exports of coal from the United Kingdom in November were very heavy, having amounted last month to 1,172,380 tons, against 976,335 tons in Nov., 1870, and 786,201 tons in Nov., 1869. In these totals Germany figured for 217,857 tons, against 216,597, and 92,590 tons respectively; and France for 193,213 tons, against 93,428, and 160,906 tons respectively. The aggregate exports of coal from our shores in the first eleven months of this year were 11,823,381 tons, against 10,760,832 tons in the corresponding period of 1870, and 9,815,952 tons in the corresponding period of 1869. In these aggregate totals the exports to Germany figured for 2,326,882 tons, 1,479,393 tons, and 1,510,120 tons respectively; and those to France for 1,770,498 tons, 1,998,234 tons, and 1,810,041 tons respectively. The exports have increased this year to Russia, Sweden, Germany, Holland, Italy, Brazil, and British India; but they have decreased to Denmark, France, Spain, &c. The value of the coal exported in November was 599,580l., as compared with 477,025l. in Nov., 1870, and 382,569l. in Nov., 1869; and in the eleven months ending Nov. 30 this year 5,735,380l., against 5,165,989l. in the corresponding period of 1870, and 4,713,507l. in the same period of 1869.

MINING IN PORTUGAL.—We have noticed in former numbers of the Journal the precautions of the Portuguese Government in not granting any but approved mines. In the Journal of this day we notice that a company, named the Chans Silver Lead Mining Company (Limited), is forming, to lease and work a valuable lead mine near the River Douro, and on terms which contain the true elements of success in all mining undertakings:—The vendor receives the whole of his payment in paid-up shares; the directors act gratuitously until a dividend has been declared; and labour is cheap and abundant on the spot, and transit easy.

BRITISH COLLIERY ENTERPRISE IN PRUSSIA.—Reference has from time to time been made in the *Mining Journal* to the progress of the PRUSSIAN MINING AND IRONWORKS COMPANY (Preussische Bergwerks- und Hütten-Actien Gesellschaft), and the shareholders may be congratulated upon the favourable career the company is now entering upon. Especial attention may be drawn to the present flourishing state of both the coal and iron trades in Prussia, as evidenced by the great and constantly increasing rise of prices shown in the report, and which rise of prices is accompanied by an enormously increasing demand. These are facts which, of course, are of particular interest to the shareholders in the company, perhaps the most important being that the works are coming into full operation just in time to reap the benefits of this great prosperity, and especially that they have now overcome the great difficulties in the winning of the Tollern Colliery, which, as it was one of the most difficult to win, is also likely to prove one of the most important and valuable in Germany, or any other country. Under these circumstances, the making of very large profits, and the payment of very large dividends, by the Prussian Mining and Ironworks Company is a matter of certainty. Still, however, it would be only prudent, in referring to these results, so satisfactory to the shareholders therein, to call attention to the fact that they are the consequence of the judicious selection of the coal and iron properties, which from the groundwork of their operations, at a time of great depression of such property in Germany, and when nearly all of them had been “given up for a bad job” by the original companies—for which reason they were procured so much below their intrinsic value—and the courage and foresight of the principal shareholders (nearly all of them English, or, rather, Irish capitalists), who did not hesitate to find the means at the proper time. If the properties were purchased now at their present market value they might, of course, be expected a few years hence to be brought into profitable operation, and to afford moderate, but tolerably certain, dividends upon the large capital which

would be necessary under such circumstances; but it could not be expected that those dividends would be anything like what they are now about to enjoy upon the comparatively very low share capital of the company. It is only right to put the matter properly forward in this light, so that the English public might not be misled into supposing that they had only to start coal and iron works now in Prussia in order to realise profits of 15, 20, or 25 per cent. on their capital; so that whilst such results may be expected by companies established when mining properties were a drug in the market, half these amounts could, of course, only be reckoned upon with a capital which, in the case assumed, would be necessary at the present time.

THE TIN TRADE.—The general opinion entertained with regard to the prospects of the tin trade is eminently favourable, and considerable importance is attached to the fact that whilst the Dutch Trading Company had, at the beginning of December, 1870, in stock and afloat 3104 tons of metal, the figures for the corresponding date of the present year are but 1394 tons. The prices obtained during November (1871, per ton for Straits and 152, for Banca) are the highest on record, and although transactions have since been effected as low as 145, for Straits, it is stated that the decline was entirely attributable to the efforts of "bears," who lost largely in consequence. There is probably no better criterion of the views entertained by those who may be supposed to be thoroughly acquainted with the prospects of the market than the prices paid by the Cornish smelters to the Cornish miners at the present time; these prices are extremely satisfactory, and in the more recent purchases the smelters have, by their competition for the black tin offered, shown that they do not regard it as a disadvantage to pay current rates. Nearly 10 per cent. more English tin has been exported during the present year than in the corresponding period of last year, and as better prices have enabled many Cornish mines to sell larger quantities, it is likely that this increase will be progressive.

THE PROSPECTS OF CORNISH COPPER MINING.—The enormous rise in the price of copper has naturally caused great excitement amongst copper miners in Cornwall, and do doubt many of the mines which have been suspended during the last three years will be again set to work. The prospects of the high rates continuing are excellent, and the stocks, particularly of English metal, are very low. The estimated stocks of metallic copper (some of which is still in ore, regulus, and barilla) in London, Liverpool, and Swansea on Dec. 1, was 16,372 tons, against 27,830 tons last year, whilst at Havre there are 4220 tons, against 8231 last year. To this may be added the Chilean, chartered and afloat, on Dec. 1 amounting to 9758 tons in 1871, against 9110 tons in 1870, showing that, taking the most adverse view, there is but 30,450 tons of copper available against 35,171 tons at the corresponding period of last year. The future of the Cornwall and Devon copper mines was, perhaps, never better than at present.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Dec. 14.—In consequence of the unsettled state of the labour market, several of the North Staffordshire ironmasters have issued circulars, announcing that they will not book further orders, except subject to Quarter-Day prices. Where contracts are pressed the quotation is on the standard of 9s. 15s., representing a further advance of 10s. per ton. At all the ironworks in this district old contracts booked at low quotations are still in course of execution, and will probably require three months longer to work off. This fact precludes the possibility of any immediate advance in wages, but the ironmasters have given a definite promise to the men that, should the price-list be maintained at the advance of 1s. per ton on the rate fixed in September, an advance in wages of 1s. to puddlers, and 10 per cent. to other ironworkers, should be conceded from Feb. 17. On this understanding the agitation has subsided. Grey forge pigs of best brands are quoted 75s. for next quarter's delivery.

In South Staffordshire there are indications of a serious dispute in the iron trade on the wages question, a large section of the puddlers and other ironworkers being disposed to repudiate the agreement of last September, by which the question was understood to have been settled until next Midsummer. The agitation has no doubt, been evoked by the action of the puddlers employed by the Patent Shaft Company, Wednesbury, who, being no parties to the agreement just named, have demanded an advance of 1s. 6d. per ton. This demand the company have decided not to entertain, and it is feared that serious disturbances are impending. The directors are of opinion that the men have been misled by the published quotations of iron, which, so far as this company is concerned, are for wages, not for iron. The men base their claims on the 10s. standard for bars, whereas the company cannot in all instances obtain 9s. Much surprise is felt in the district that the first signal for disturbance should have emanated from this establishment, which has always been distinguished for the cordial relationship existing between employers and employed. A deputation from the Ironworkers' Union has been appointed to wait upon the ironmasters on 'Change at Birmingham, this (Thursday) afternoon, but it is unlikely that any definite action will be taken. As regards demand and quotations, the iron trade, change of view. All the mills and forges are in full operation, and the close of the shipping season has thus far had no appreciable influence on the prevailing activity. The pig-iron makers complain of the continued high price of hematite and other ores, and the quotations seem likely to advance still higher. All mine pigs of best brands are realising 4s. 15s. to 5s. per ton.

Mr. George Hickman is erecting a blast-furnace at Dudley Port of large capacity, and supplied with all the newest apparatus for utilising waste gases, and other economically producing. The estimated production of this furnace is 800 tons per week.

The demand for coal is considerably in excess of the yield in all parts of the Black Country, and complaints of the existing scarcity are made at most of the principal manufacturing establishments in the district. The agitation among the colliers for reduced hours of labour threatens to aggravate the difficulties complained of. Quotations are high almost without precedent, and there is a prospect of a yet further advance.

The Hardware Trades of the Black Country continue to be more or less disturbed by wages agitations.

The recent Act of Parliament on the testing of chain cables and anchors, imposing more stringent regulations, and raising the test standard, has given much dissatisfaction among the manufacturers in the Dudley district, who complain of the increased difficulty which they will henceforth experience in competing with continental and other foreign producers of marine ironwork.

THE FIRE AT BLACK LAKE COLLIERY.

The ordinary monthly meeting of members of the South Staffordshire and East Worcestershire Institute of Mining Engineers was held at the Mechanics' Institute, Dudley, Mr. THOS. BRETTELL presiding. The following gentlemen were also present:—Messrs. W. Spruce, T. Latham, Thos. T. Fisher, W. Turner, J. Waterfield, R. Latham, J. Gelling, G. Taylor, J. Hancock, J. M. Fellows, T. Oakes, J. Hughes, Jas. Hammond, Jno. Williams, Isaac Williams, Jas. Riton, T. Lloyd, G. Spruce, H. Johnson (hon. sec.), and H. Johnson (asst. sec.). The Hon. Secretary intimated that Mr. Richard Haynes, coal-master, Church-lane, Tipton, stood for re-election at the next meeting. Mr. Thos. Brettell and Mr. Jno. Hughes were re-elected auditors.

The Hon. Secretary read a paper on the recent lamentable occurrence at the Black Lake Colliery, and made free use of the diagrams during the reading. Mr. Johnson commenced by stating that the great loss of life, and consequent suffering, together with a desire to avoid—if possible to prevent—a recurrence of a similar calamity, must be his excuse for so soon bringing the matter before the meeting that night. As the matter had to be officially investigated, he should not say one word to prejudice any person engaged; but he might say that Mr. Horton (the proprietor) and Mr. Lawley (the agent) had given their fullest assurance that they wished for the most searching investigation to be made, so that the cause of the accident should be ascertained, and the persons in charge of the pit, or from the careless or suicidal act of any workman, the cause of the fire might be fully ascertained, and the country spared the pain, sorrow, and loss by a similar calamity. It was the duty of mining engineers to calmly discuss the subject, in order to avoid such a sad accident in their collieries. In the Institute with which he had the honour to be connected there were members having at least nine-tenths of the collieries in the district under their control, and, therefore, he trusted that no one would accuse him of undue haste in calling attention to the matter. They were rapidly approaching the great English holiday, and they (the members) knew that colliers were, and always had been, prone to run great risks to get plenty of money, and most of the serious accidents in that district had occurred immediately before some great holiday time. Mr. Johnson then reviewed the circumstances connected with the calamity, and expressed his opinion that the ventilation carried the smoke and flames into the workings, and therefore the men were suffocated before they were burnt. He was also of opinion that the men were unconscious at the time of their suffocation, inasmuch as all the circumstances pointed to the probability of the whole of them being asleep after their upper-time (10 o'clock). The fire certainly began near the horse stable, and was due, in his opinion, to the incautious use of lights, for fire-sticks had not been smelted in the workings. Monday, the 11th, was the day fixed for the re-opening of the pit, to try to recover the bodies, and great care would have to be exercised, as all the roads and works which were opened lay beyond the fire and cropped very much, and would, of course, be liable to be filled with explosive gas; but, as it was not a gas-producing pit, probably it would be all right. Mr. Baker, the Government Inspector, was promptly on the spot, and went down the pit. He had taken an interest in the explorations and proceedings ever since. The public might, therefore, be assured that the men in a partial investigation will take place as to the cause of the fire. The writer then spoke in favour of a subscription being at once started by the members of the Institute in favour of the widows and fatherless children. There are 5 of the former and 37 of the latter, and Mr. Horton had promised to head the list with 100 guineas toward their relief. It was agreed to leave any discussion on the matter until after the Inquest.

REPORT FROM SOUTH LANCASHIRE AND CHESHIRE.

Dec. 14.—The Coroner's enquiry into the circumstances attending the recent explosion of fire-damp at Messrs. Thomas Seoweroff and Co.'s Spring's Colliery, Hindley Green, closed on Tuesday, and a patient investigation has led to the conclusion that this disaster, like so many previous casualties of a like nature in the rich but fiery Arley seam, must be attributed not to any lack of care on the part of the management or workmen, but to the treacherous nature of the mine. The sitting on Tuesday was for the most part occupied in hearing engineering evidence, only two of the men who were in the mine at the time of the accident being called. These were the furnaceman, and the fireman—Thomas Fairclough, who was in charge of the party of men at whose shot the gas is supposed to have ignited, and whose serious injuries had prevented his being called at an earlier period. His mind, however, was a perfect blank so far as the events immediately preceding the explosion were concerned, and, much to the disappointment of the enquirers—for his evidence had been looked forward to with much interest—he was unable to throw any light on the case. The manager, William Southworth, in the course of his examination, said that for the present he had wholly discontinued the use of powder in the mine; it might be necessary to have some blasting done at some future time, but he should take care that this was as seldom as possible, and that when it was done only one or two men should be below. Mr. Higson, the Government Inspector of Mines for the district, Mr. G. Jackson, mining engineer, and Mr. Pickard, the representative of the Miners' Association, also gave evidence, and several theories were advanced as to where the gas had come from.

Although the explosion had been of terrible force the marks of charring were very slight, and there appears to have been very little to guide the investigations of scientific men. In the next session of Parliament he hoped a good Mines Bill would be introduced, and he trusted that the recent lamentable explosions and accidents would enable them to obtain a more perfect measure than any which had been offered hitherto, in which case the day would not have been a great evil. He was not aware anything had been proposed in the previous Bills which would have prevented this explosion, or the one at the Moss Pits, but possibly they must next year get something which would do a little good. The use of gunpowder was a serious evil, and if it could be done away with altogether the better it would be. Much had been done in late years in many ways, but the public had come to the conclusion that something more must be done for the protection of the lives of the mining population. The jury in their verdict stated that there was no evidence to show where the gas came from, or how it was present, and recommended that in the future working of the mine the use of gunpowder should, as far as possible, be discontinued.

On Sunday afternoon a fire was discovered in the Tuncherhone Mine, at the collieries of Mr. Francis Charlton, Little Hulton, near Bolton. On a search being instituted it was found that the fire was about 600 yards from the shaft, and a good supply of water being available an attempt was made to extinguish the flames by means of powerful jets, but without success. By the advice of Mr. Dickinson and Mr. Higson, Government Inspectors, the workings have been bricked off. The fire is attributed to a shot fired on Saturday afternoon.

To-day the jury sworn to enquire into the circumstances attending the explosion at the Moss Pits re-assembled, but the sitting was purely of a formal character. Mr. J. E. Pearson, mining engineer at the collieries, stated that under the most favourable circumstances the mine in which the explosion took place could not be worked in less than five or six weeks, and the enquiry was adjourned for two months.

All the ironworks in the district continue fully employed, but there are serious complaints as to the scarcity of material, this being so serious as to threaten the entire stoppage of work at some of the smaller foundries. The recent advance in the price of coal appears to have had no effect whatever on the demand, which is still taxing to the utmost the sources of supply.

REPORT FROM SCOTLAND.

Dec. 13.—Our warrant market continued strong all last week, until Friday, when unfavourable reports regarding the health of the Prince of Wales caused a feeling of gloom and uncertainty to pervade every circle. The business done on that day was from 69s. 9d. to 68s. 9d., and the closing price 69s. On Monday the opening price was 68s. 9d., and a gradual improvement took place to 69s. 3d. Yesterday the tone was quiet, but very firm, sellers showing great caution. A limited business transacted at 69s. 1 1/2d. to 69s. 7 1/2d. cash, and 69s. 10 1/2d. to 70s. 1 1/2d. one month. To-day the market opened at 69s. 6d. cash, but got a little weaker, and, after a moderate amount of business, closed with buyers at 69s. cash, and 69s. 6d. one month, and sellers asking 1 1/2d. per more. There is very little change in makers' iron, but prices are fully maintained; and it can still be said that, from whatever point of view the trade may be looked at, it appears sound and active in every department.

	No. 1.	No. 2.
Gartsherrie at Glasgow (deliverable alongside)...	81s. 0d.	78s. 0d.
Coltness ditto ditto	81s. 0d.	78s. 0d.
Summerlee ditto ditto	81s. 0d.	78s. 0d.
Canabrook ditto ditto	81s. 0d.	78s. 0d.
Monkland ditto ditto	81s. 0d.	78s. 0d.
Clyde ditto ditto	81s. 0d.	78s. 0d.
Govan, at Broomielaw ditto	81s. 0d.	78s. 0d.
Langloan, at Port Dundas ditto	81s. 0d.	78s. 0d.
Calder ditto ditto	81s. 0d.	78s. 0d.
Glenarnock at Ardrossan ditto	81s. 0d.	78s. 0d.
Dalmellington ditto ditto	81s. 0d.	78s. 0d.
Eglington ditto ditto	81s. 0d.	78s. 0d.
Carron at Grangemouth ditto	81s. 0d.	78s. 0d.
ditto (selected) ditto	81s. 0d.	78s. 0d.
Shotts ditto ditto	81s. 0d.	78s. 0d.
Kilnall ditto ditto	81s. 0d.	78s. 0d.
C. M. brands at Middleborough ditto	81s. 0d.	78s. 0d.
Bar iron.....	81s. 0d.	78s. 0d.
Nail rods.....	81s. 0d.	78s. 0d.

For the week ending Dec. 9, 1871.....Tons 11,168

Dec. 10, 1870.....10,632

Total increase since December 25, 1870.....836

The advance in Malleable Iron, noticed last week, has been met by some shyness on the part of buyers, who are keeping back such orders as are not required, to see what turn in prices the New Year may bring. Those in the trade are of opinion that the New Year is more likely to bring higher than lower prices, and are quite content to run off what is presently booked than accept of even good specifications on terms under the list price. A contract of respectable dimensions has been completed with a local firm for gas apparatus for Greenock, and specifications for a new pier at Bombay is expected to be taken here. All the branches of the iron trade are busy, with numerous divers and heavy orders in hand. But the employers in all the branches of the trade may be said to be in a ferment—another branch demanding weekly pay, another an advance in wages, another an advance in wages and a reduction in the hours of labour, and still another requiring such a remodelling of wages, scale for overtime, and hours of labour as virtually amounts to an entire revolution in existing arrangements. These demands are not confined to ironmakers in Glasgow and neighbourhood, but are being simultaneously advanced in the leading towns in Scotland, so that a bare record of the meetings and resolutions passed would occupy a page of the Journal, we therefore, pass them with this enumeration. The name of Mr. C. B. Black, iron and steel merchant here, appears in yesterday's *Gazette*.

Coals continue scarce in this market, and some of the towns, both to the north and east, are suffering from a scarcity of fuel. This is certainly a rare occurrence in the history of the present generation, and if the demand continues even present exceptionally high prices will have to be increased. During the week the exports amounted to 31,857 tons, against 24,925 tons in the corresponding week of last year. The partial cessation of the shipments consequent on the closing of the North European and American ports in ordinary years would have left a larger tonnage free for home use, but the Liverpool and the London and North Western Railway companies, coupled with the idling of the colliers, agitating for an advance of wages, keeps the market bare, and the price high. In the Welsh district a further advance has been given, and the mines are at work; but in Ayrshire, where the wages are lower at all times, great dissatisfaction is felt, and if an advance is not conceded to the miners we may see a strike (of some duration) throughout that district at the beginning of the year.

In the Court of Session, on Friday, before Lord Ormisdale and a jury, the case of *Shaw v. the West Calder Company* was again commenced. Mr. Catherine Grant, or her child, is the pursuer, and the claim is 1600, in consequence of the death of her husband and son, who were killed in January this year, while working at the Gaiside Oilworks. The wire-rope attached to the cage broke while the two men were descending the shaft, and the result was that they were precipitated to the bottom. They only

that the wire-rope was unfit for use, and, therefore, holds that the accident occurred through the fault of the defender. The pursuer's evidence was not finished when the Court rose.

At the Engineers' monthly meeting Mr. J. S. Dixon read a paper on "The Ventilation of Mines." He described and illustrated the various methods employed to ventilate mines, and showed how, by judicious arrangement of the ventilating shafts, a great saving could be effected. After the paper had been read, a discussion took place among the members present, and the importance of the subject was fully recognised.

At the Fairfield Association meeting, Mr. G. A. Pitts read a paper on "Screw Propellers." He strongly advocated the use of twin screws, for various reasons, principal among which were being able to steer by the screws in the event of the rudder becoming disabled, having a large proportion of power left for working the ship should one of the screws or engines become disabled, and the smaller number of conflicting currents at the propeller with twin than with single screws.

Yesterday a twin-screw steamer of 800 tons, and 90-horse power, was launched for a Brazilian firm. It was named the *Itajaby*, and is to be fitted up to suit the climate of Brazil.

REPORT FROM MONMOUTH AND SOUTH WALES.

Dec. 14.—The condition of the Iron Trade continues most satisfactory for the time of year. Important orders are in hand at all the works of the district, and there is not the slightest apprehension of employment being scarce for some time to come. Everywhere alike a large degree of activity is to be witnessed, and all branches of manufacture seem to participate in the prosperity which prevails. A large enquiry is still kept up on account of the American markets, especially for railway iron and plates, the clearances being chiefly to New Orleans, Galveston, Charleston, and other southern directions. Several of the continental markets are important customers for bar and plate iron, but with Russia, and the more distant countries, there is comparatively nothing doing. Besides the foreign demand, however, there are now heavier home requirements than has been the case for a long time past, and these may materially add to the prosperity of the trade. The prospects for the new year are in every respect encouraging, the demand being likely to expand yet more in the new year. Makers of finished iron, as well as pig, are, therefore, making further preparations for the increase of their manufacture. As to the Tin-Plate Trade, there is very little change to note. A good demand is kept up, but the increasing values of tin and raw materials continue to render quotations for tin-plates unremunerative.

Not for a long time, if ever, has there been such a pressure of orders in the Steam Coal Trade as is just now experienced by the principal colliery proprietors. Buyers from all quarters are disposed to purchase, many large contracts being offered, and there are enquiries from numerous home and foreign markets, all of which show that if the output were largely increased there would be no difficulty in finding a sale for the same. It is difficult to tell whether this state of prosperity will continue, but there are not wanting indications that the demand as at present is likely to be kept for a pretty long time. The French markets have gradually been increasing their purchases, until they are now almost equal to the quantities purchased previously to the late disastrous war with Germany. There are much larger supplies going to Spain, Portugal, Germany, and Italy, also to the Eastern markets, and to the stations on the South American coast. The requirements of our own mail packet companies have as well largely expanded, so that altogether it may be said that both the position and prospects of the steam coal trade have not been better during the last six or seven years. Current quotations are not only fully maintained, but buyers would be quite disposed to take larger quantities without contention as to prices.

With regard to the use of Welsh coals in the Navy, the colliery proprietors of the district care very little about the small amount of coal which is required for our own Navy, but the anxiety is that the reputation of Welsh coals should not suffer in foreign markets through neglect—imperfect or incomplete trials at home. It is only natural to conclude that if the British Navy reject Welsh coal the inference abroad is that its qualities are not equal to what is represented, and this affects the sale to all the foreign customers. The trials now going on are, in consequence, looked to with more anxiety in regard to the legal proceedings which, with respect to the small amount of coal which is required in addition by the Admiralty. In reference to the House Coal Trade, it may be said that business remains active, and the collieries are fairly employed. There is a brisk trade doing with the markets of Ireland and the West of England.

THE SEVERN PASSAGE SCHEMES.—It appears that there are now no less than seven schemes before the public for giving more direct communication between the South Wales coal field and various ports and localities in the kingdom. Whilst this shows the importance which is attached to a further development of the resources of the Principality, it must be at once obvious that parliamentary sanction will not be afforded to more than one or two of the schemes just launched. Indeed, it is probable that the whole of the plans will not undergo the searching ordeal of a parliamentary committee's investigation, but will fall upon the first essential to ultimate success—viz., the deposit of the necessary amount as required by the Standing Orders of the House. Whether such be the case or not, the whole of the rival schemes will never be carried out; and the object of our again alluding to this subject is to prevent, if possible, that lavish expenditure of money in legal proceedings which, of necessity, takes place in the determined prosecution of competing plans. Few but those who have had experience can form an adequate idea of the costliness of an opposed parliamentary campaign; and however rich the harvest may be to "gentlemen of the long robe," we make bold enough to say that the hundreds and thousands of pounds spent upon carrying rival schemes through the Committees of the House of Commons could be far more profitably employed, and would go a considerable way in giving effect to the successful plan. As the whole of the schemes can never hope to be successful, why not a general meeting of the promoters and friends of the whole be at once called, and the merits of each and all fairly and honestly discussed, with the view to unanimous support being given to the plan which will secure the greatest good for the country generally. We attach the utmost possible importance to better facilities being at once afforded for the development of the unbounded resources of Wales, and our solicitude is lest in the eager desire to push forward some competing schemes the whole object in view may be frustrated, and that which is now so ripe for successful prosecution, delayed for another twelve months. We are not making these remarks with any invidious preference for either plan laid before the public, for each and all have far more than ordinary merit, and display engineering skill and ingenuity which could not fail to commend it to public approval, but we see the utter hopelessness of endeavouring to push the whole through the parliamentary committees, whilst one, or possibly two well-digested schemes, backed by the support of the traders and the colliery proprietors of Wales, would expedite the whole, and, in the end, if any difficulty in securing parliamentary sanction, and thus the great desideratum—increased facilities to the coal fields of Wales—would be obtained at an early date.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Dec. 14.—For some time past there has been a growing feeling of dissatisfaction on the part of the workmen at several collieries in Derbyshire at the wages paid, and it was not very surprising to find that in the early part of last week some 2000 of those employed by the Butterley Company struck for an advance. At some few places advances have been made during the year to the workmen, and at Staveley, in particular, Mr. Markham, the managing director, set a good example by increasing the wages of the colliers, unskilled, some months since. Seeing that at Staveley the men and their families have more social and educational advantages, and are altogether better cared for, than is probably the case in any other mining district in the kingdom, where large bodies of workmen are employed, it was to be expected that a similar course would have been adopted at other pits in the Derbyshire coal field. Such, however, was not the case, and as a necessary consequence those who have been in the region of the collieries for some time have been engaged in a good deal of agitation, as men are not slow to inform those engaged in the same occupation of any difference in the rate of remuneration paid at their respective places. As it is, however, the Butterley men have returned to work, having two-thirds of their demands conceded, and a promise that the other will be considered. The trade generally has undergone no change since last notice, the ironworks being very busy, particularly the foundries, where there is an excellent demand for gas and water pipes, pillars, stoves, and domestic and general castings. The works on the Erewash Valley route, and in the neighbourhood of Derby are all doing an excellent trade, the mills being well worked. The demand for coal was never better for the time of year, and a very large tonnage continues to be sent to London. The traffic to London by the Midland was never anything like what it has been of late from the Midland coal field. The Clay Cross Company alone have been sending considerably more than 1000 tons daily to the metropolis, whilst from Langley, Eckington, Staveley, Sheepbridge, and Codnor Park an increased tonnage is being sent. Gascoigne is in brisk request, more particularly for Birmingham and the West of England. The colliers' jury who have been engaged in investigating the explosion at the Norwood Colliery, in which nine deaths have occurred, have returned a verdict of "Accidentally Killed." The nine-hours movement is making considerable headway at the collieries in Derbyshire, and at several of them the system will commence from Jan. 1 next.

Active preparations are being made on the part of the Midland and Great Northern Railway Companies for the battles to be fought next session in the committee rooms of St. Stephens. The probabilities, however, are that the desire of the Midland to reach Doncaster, and of the Great Northern to get from Nottingham to Chesterfield, by passing along the Erewash Valley, will meet a similar fate—in fact, be thrown out. The fight, no doubt, will be a stout one, as money will be of secondary importance. There is, however, every reason to believe that the line connecting the Midland, at a point near to Sheffield, with the Derby and Buxton Railway will be passed, and be of great advantage to an important district hitherto shut out from all railway communication.

The trade of Sheffield cannot well be more active than at present, and the rolling mills are being worked to their full extent. The business doing, not only in heavy armour-plates, but also in ship and boiler-plates, is fully equal to what it has been during any part of the year. Despite the fact that Russia has not been such a good customer for railway material as formerly, the makers of rails, points, signals, and switches have as much as they can do. In malleable iron castings the leading firms continue busy, and the works of Messrs. Crowley and Sons, at Messor

the firm is now about the largest in the country, having a high reputation in all parts of the world where English goods, and more particularly Sheffield, are known and appreciated. Cutlery, both table and spring, is still in good request, and during the last week or two a good demand has sprung up for skates—a branch of trade which is generally very quiet until the appearance of the frost. Bessemer steel, both plain and manufactured, is in very active request, and a large business is being done with America and the colonies. The works at Thorncliffe and Chapelton are doing an excellent trade in these specialties. Everything connected with the production of gas, as well as ornamental castings for builders, in place of those hitherto cut from stone or wood. The collieries belonging to the same firm are now turning out a much larger tonnage of coal than has ever before been the case.

One of the Messrs. Frith's patent coal-cutting machines, on the pick principle, is being successfully worked at the Newbiggin pit, under the superintendence of Mr. W. Chambers, who considers it the best machine yet brought out. The collieries in all parts of South Yorkshire are also doing a very large trade, and a great deal more might be done should the quantity of coal raised be increased. To London a very large tonnage is being forwarded of gas, house, and steam coal. To Grimsby, also, there is an extensive trade being done, and in some instances contracts have had to be refused, and a good deal of loss has been occasioned by parties having to pay for demurrage in consequence of not being able to load vessels according to the time contracts entered into. Coke is in such request that makers have been unable to keep pace with the requisitions made on them, although prices have during the last few weeks advanced from 1s. to 2s. per ton.

The friends and employers of the Stanton Ironworks Company assembled at the Rutland Hotel, Ilkeston, to present to their late manager, Mr. Adams, a memento of the esteem in which he was held, consisting of a valuable gold watch and chain, seal, &c., and also a beautiful brooch for Mrs. Adams. Mr. Hopkins, the chairman, in a short but appropriate speech, dwelt upon the character of Mr. Adams, both as a business and upright man, and concluded by presenting the gifts to the gentleman whom all welcomed to see. Mr. Adams briefly replied, thanking them for the honour they had conferred upon him.

THE EXPLOSION AT THE NORWOOD END COLLIERY.—The inquest on the bodies of the nine men who lost their lives by the explosion at Norwood End Colliery, near Sheffield, on Nov. 22, was resumed on Monday, before Mr. Busby, coroner. The evidence showed that on the morning of the accident a heavy top weight was noticed in the stall in which the accident occurred, and the men came to work. When they were about to return the gas fired. The jury returned a verdict of "Accidental Death," coupling with it a recommendation that the advice of competent engineers should be taken as to the best means to prevent a recurrence of such an accident, and also that there should be a resident manager of the colliery, who should have charge of the workings both above and below. The Sheepbridge Colliery Company, to whom the pit belongs, have undertaken to provide for the widows and orphans of the deceased.

TRADE OF THE TYNE AND WEAR.

Dec. 14.—The Shipping Trade has been much affected by the rough weather on the coast during the past week, but the supply of vessels is large, and the docks have been well supplied with tonnage. The Coal and Iron Trades continue all that could possibly be wished, the demand being extremely good for all kinds of coal, and especially for coal for house purposes and for manufactories, &c. The demand for coke, consequent on the activity in the iron trade, is very great; indeed, the coal and iron trades have expanded beyond the powers of the district to supply. The Ludworth Colliery was offered for sale by auction, on Tuesday, but a sale not being effected it is now for disposal by private contract. The dams are to be taken out at Seaham Colliery during the present week, and an attempt made to penetrate into the workings where the fire occurred subsequent to the late explosion, and where the bodies of the unfortunate men who were killed on that occasion. Several meetings have been held, attended by the most eminent viewers of the district, and by the Mine Inspectors of the district, and the conclusion that they have arrived at is that the fire is extinguished, and that, therefore, it will only be necessary to open the workings and restore the ventilation in the closed up district. But, to guard against any danger from fire, pipes have been put down the shaft from the tubbing, and there is a plentiful supply of water, and these pipes are to be carried up to the dams, and, if necessary, they can then be carried into the district where the fire occurred, and thus the means of extinguishing any fire that may be left will be at hand.

A colliery owner was convicted and fined 5s. for neglect of the general rules a few days ago. The case was brought before the magistrates by Mr. Willis, Government Inspector. Mr. Hedley, owner of Craghead Colliery, being charged with neglecting to provide a proper signal from the top of the shaft to the bottom, as the rule referred to provides. It appears, also, that Mr. Willis had visited the place some time previously, and pointed out the defect, and requested that a proper signal be at once provided, but his request had been treated with something like contempt, hence the action was taken. The defendant pleaded "guilty" to the charge, and he was convicted and fined 5s. for the offence.

REPORT FROM THE NORTH OF ENGLAND.

Dec. 14.—On 'Change at Middlesbrough, on Tuesday, the sales of pig-iron were only few; there was, nevertheless, a very active enquiry. Few makers, however, are in a position to sell for immediate delivery; and inasmuch as many buyers are in urgent want of pig-iron, they are prepared to pay the full rates asked by sellers—68s., No. 1, 62s. 6d., No. 3, 60s., No. 4, nett cash, f.o.b. at makers' works. As the year ends, and approaches, buyers are careful not to have a larger stock on hand than is necessary, and only for immediate purposes is there any anxiety to obtain iron. For next year's delivery there is active enquiry. The make of pig-iron in the Cleveland district—according to the return of the Cleveland Ironmasters' Association—was 160,397 tons for the month ending Nov. 30, being 15,874 tons in excess of the quantity made during the same month of 1870. Shipments from Middlesbrough port last month were 22,265 tons to foreign ports, and 15,738 tons during the same time to stations along the coast. The stocks in makers' hands at the end of the month show a decrease of 2623 tons upon October; they are now 64,971 tons, whilst the warrant stock is only 5230 tons, or 500 tons decrease during the month. There are altogether 137 furnaces in the district, 125 of which are in full operation, and 9 new ones are in the course of erection. The supply of fuel is scarce, and it is with much difficulty that sufficient can be had in some cases to keep the works going. This arises to some extent in consequence of the inability of the railway company to provide wagons in which to convey the materials; and, on the other hand, there are more orders at the pits than can be executed. Within the past few days, some of the puddling and finished ironworks have had to stand for want of fuel.

A six months grant of provisional protection for patent has been obtained by Mr. J. R. Breckon, of Sunderland, and Mr. David Joy, of Middlesbrough, for improvements in machinery for screening and cleaning coals; and the same protection has been granted to Mr. Richard Howson and Mr. John J. Thomas, of Middlesbrough, for improvements in puddling-furnaces.

The demand for rails is still good, makers are generally pretty well off for work, and are favoured with an excellent prospect of new orders, considering the requirements of Russia, America, Austria, and other parts of the Continent, together with the requisites for new lines and replacements at home. Masters are very firm in their recently advanced prices, and rails, plates, bars, and finished iron in general, for all of which kinds there is brisk enquiry. Foundry orders are tolerably numerous, and in the engineering establishments there is considerable activity. The bolt and nut works at Middlesbrough are full of orders, and the wireworks at the same town are reported to be so full of work as to be unable to take any more for a considerable time.

The Stranton Iron and Steel Works, Hartlepool, have been taken by a company under the Limited Liability Act. The company is constituted with a capital of 100,000l. in 10,000 shares of 10l. each, the present owners having agreed to accept 35,000l. in cash, and 6500 in paid-up shares. The property consists of the works, including the blast-furnace, the puddling-furnaces, and being capable of producing 10,000 tons of puddled bars, and the other machinery 15,000 tons of finished iron. It is estimated that the produce will yield a profit equal to 25 per cent. upon the paid-up capital.

RAPID ROCK BORING.—One of the Cleveland ironstone companies is at present engaged in prospecting for ironstone, with a view to sinking a shaft, and has employed Capt. Beaumont's diamond boring apparatus. The work was commenced on October 7, and the depth reached already is more than 650 feet. For the last two days, working during daylight only, the boring tool has passed through 50 feet of rock. The diamonds are so arranged in the crown as to cut a clean circular groove round a core of 1 in. diameter, which is brought up from time to time and shows exactly the nature of the strata perforated. The power is applied continuously, and the wear and tear, as well as the complications involved in percussive action, as in the case of the Mont Cenis Tunnel, are avoided. The success of this new method of boring is expected to exercise an important influence on mining operations.

IRON TRADE.—(Griffiths's Weekly Report).—The buoyancy of the iron trade, noticed in our last, continues unabated, and higher prices have been paid this week for bars of well-known brands. The Staffordshire brands in greatest request are the Earl of Dudley's, B.H.H. John Baginall and Sons, Thornycroft and Co., The Mitre, and St. Crown. Chillingham rods are likewise in good demand. The demand for nail-roads for China is brisk, and most kinds of iron in good request for exportation. The United States continues our best customer for bars, sheets, angles, fence-rod, hoops, and plates, the export orders and for this market being heavier this fall than for many years past. Orders now like a flood being received for massive pig-iron to a greater extent than hitherto, and, as a new concern for the manufacture of steel on Mr. Henry Bessemer's process will be at work in another month in that country, it is justifiable that more business will be done in this particular kind of iron for the U.S., it being admitted on all hands that the Ulverston and Whitehaven ore is the pig iron far superior for Bessemer steel to that produced from any other source in the world.

The demand for rails continues unabated, buyers being more willing to operate than the makers. We have had a good business during the week, without slightest appearance of reaction, which frequently occurs after successive rises in the price of iron. We may here mention that the demand for tinplate increases, and a large business has been done this week, principally for United States. Specifications for bars, small rounds and squares, hoops, plates, and angle-bars have been freely given out this week. The market is a firm, with an upward tendency. The shipbuilding department of the

trade is active on the Clyde and the Mersey: indeed, the same may be said with regard to all the iron shipbuilding yards in the United Kingdom except the Thames, which has never yet recovered from the fearful depression caused two or three years ago by the folly of the workmen.

Several new companies are about to commence opening new hematite ore mines, this article being so difficult to obtain. In the midst of the present prosperous condition of the trade, it will be well for the ironmasters and the men to remember that it is just possible to advance the price of iron too much. If prices go higher we must be prepared for great extensions of the works in Belgium, France, Prussia, and America, and by this means we shall have to contend with greater competition in an exact ratio with the increased power of production which will certainly be brought about by higher prices. A noticeable feature in the trade at the present moment is the unprecedented demand for good hematite ore, and we shall be glad to hear from mineral lords, and other owners of any mineral property in the neighbourhood of Ulverston or Whitehaven, to be disposed of, having several buyers among our clients. After a fortnight of the most fearful anxiety, good grounds exist for a favourable issue of the Prince's trying malady, which will be a great relief both to the Queen and the nation. While we write a still more favourable bulletin is issued. —133, Cannon-street, Dec. 15.

GAS FOR VILLAGES AND COUNTRY MANSIONS.

The advantages of gas for illuminating purposes, whether considered with regard to its cleanliness or its economy, are so obvious that to secure its adoption it is solely necessary to offer an apparatus by which it can be manufactured with unskilled labour, and without danger of accident, such apparatus, of course, being sold at a reasonable price, and not liable to derangement by rough handling. There are at present throughout the kingdom almost innumerable villages and country mansions beyond the reach of public gasworks, where from 50 to 100 gaslights would be considered an inestimable boon. The knowledge of these facts has led to very many attempts being made to produce a cheap and compact apparatus for the manufacture of gas in small quantities; but, although most of them have been ingenious and well considered contrivances, they have, without exception, failed when put to the test of practical application. Where the ordinary mode and materials of gas manufacture have been adhered to the commercial gasworks has been so closely imitated, though upon a miniature scale, that except in the hands of individuals naturally of a scientific turn of mind, or under the superintendence of a gas engineer, the regular production of gas has been almost impossible. In the other class of inventions, where an entirely new track has been taken, the difficulties have been no less insurmountable. In some cases the arrangements have been too complicated for general use, whilst in others the apparatus has been specially constructed for the use of a particular gas-generating material, the supply of which has speedily been exhausted as soon as the adoption of the apparatus created a demand.

But all gas engineers have felt that these difficulties would ultimately be removed; and on Wednesday a series of experiments were made with an improved portable gas apparatus, invented by Mr. Symes, which appears to be as near perfection as need be wished. As the apparatus is equally adapted to all kinds of gas-generating materials—coal, peat, bones, oil, or nought else readily obtainable—there are few places in which it might not be adopted; and as the first cost of the apparatus will scarcely exceed 17. per light, whilst the gas produced will cost but 1s. per 1000 cubic feet if made from slack, and about twice that amount if round coal be used, the advantage of its adoption will be apparent. As to the simplicity of the apparatus it may safely be said that anyone who can manage a parlour or kitchen fire can make gas with it, the improvements introduced having removed the necessity for all technical arrangements which have proved objectionable in the hands of amateur gas manufacturers. Placing the material in the retort never offered any difficulty, and this portion is much the same whatever apparatus is employed, but the luting of a retort after it has been charged is most clumsily and inefficiently performed by many; Mr. Symes has, therefore, dispensed with the luting altogether, by furnishing his retort with a door, which is ground to the face of the mouth, and consequently shuts tight, like an engine-valve, and is held in position by screw pressure in the usual way. The gas being readily generated in this retort, no matter whether it be heated in a special stove, at the back of a kitchen fire, or in the furnace of a locomotive engine, it only remains to purify it for burning.

The scrubbing and purifying apparatus are as free from complication as the retort, and the several improvements introduced have added much to the safety and compactness of the whole arrangement. Mr. Symes provides safety-valves on the stand-pipe of the retort, and upon the first receiver, extending the pipe as a split-pipe into the latter, so that every particle of gas shall pass through the water. By this means he separates the maximum of crude tar and ammoniacal liquor, which pass by an overflow into the tar cistern (a small tube about a foot high, and half a dozen inches in diameter), leaving a free passage for the gas through a saddle-tube into the condenser, which is itself very cheaply and economically constructed. Instead of the usual costly arrangement of pipes, Mr. Symes has substituted a flat tray, with partitions so arranged that when the cover is screwed on a series of channels are formed, some 30 ft. in length. The cooled gas is thence led to the lime-purifier immediately below it, and thence to the gasometer, which from the regular working of the whole apparatus need not exceed 2 or 3 cubic feet capacity for each dozen lights required.

The apparatus altogether is well calculated for general use, and in the experiments on Wednesday, when the material used was apparently a fair quality North Country coal, with a little Cannel, was produced and prepared for burning as rapidly as could be desired. There was no arrangement for photometrical testing, but previous experiments showed that 184-candle gas was produced, and that neither carbonic acid, sulphuretted hydrogen, carbonic oxide, nor ammonia were present; and as it is claimed that gas of this quality can be manufactured at less than 2s. 6d. per 1000 ft. in any part of the kingdom, it may be anticipated that the apparatus will be extensively used. It should have been mentioned that 3 cubic feet per hour suffices for each burner, and that Mr. Symes has introduced an ingenious method of fixing the gasometer when out of use, so as to avoid the waste of gas, which has previously taken place through keeping the stored gas always under pressure. A large number of orders for the apparatus have already been taken, and no doubt the invention will ere long be generally in the market.

BAMFYLDE COPPER MINING COMPANY

(LIMITED).

Capital £30,000, in £1 shares, fully paid up. The directors wish to dispose of PART of the UNALLOTTED SHARES in this company to enlarge the workings. The ore from this mine is of the richest description, the last sale averaging 17½ per cent. of copper. Apply to the Secretary, 2, Brunswick-street, Liverpool; or to 173, Fenchurch-street, E.C.

TERRAS TIN MINE—OFFER FOR SHARES.

TO THE EDITOR OF THE MINING JOURNAL. SIR, I observed in the Journal of Dec. 9 an advertisement in these terms:—"TERRAS TIN—TO NUMEROUS ENQUIRIES.—There is no market for these shares, and as you have found your way in, you may find your way out. An offer is wanted for 500."

I immediately wrote to Mr. Rye, and offered him par price, or £500 for 500 shares, but have neither acceptance nor answer. I would have given him a higher price had he asked it. Thus, there is a market. Parties are running down the mine who I know have not a share to sell, and are trying to make time bargains so that they may buy in before they are called upon to deliver. They have thus an object to serve, and were the mine not of great promise they would not take the trouble of trying to write it down. The mine will prove a good property, and speedily, so I caution those holding shares to hold on. At the same time I am prepared to buy, and send you my name, lest anyone may be disposed to offer their shares.

A HOLDER OF ONE THOUSAND SHARES.

MESSRS. LISCOMBE AND CO.,

29, SOUTH CASTLE STREET, LIVERPOOL. Beg to inform their CLIENTS and the PUBLIC that they are PREPARED to do BUSINESS in ALL CLASSES of MINING SHARES—English, Foreign, and Colonial—at the closest market prices.

A Mining Engineer of great experience having recently joined the firm, they are in a position to make thorough inspections and surveys and give first-class reports upon all metalliferous mines throughout the world. They are also ready to provide capital to any moderate extent for working bona fide mineral properties, no matter where situated.

Messrs. LISCOMBE and Co. have for sale at the present time shares in several most highly promising progressive mines, which are certain shortly to pay large dividends upon a very small outlay. Full particulars will be forwarded on application to bona fide investors.

THE CARDIGANSHIRE OLD BOG MINE

(LIMITED).

Capital £30,000, in 12,000 Shares of £2 10s. each.

This company has been incorporated for re-working the good old mine of the same name, possessing so many well-known lodes, situated in the heart of the mineral district of Cardiganshire.

For prospectuses, reports, plans, and forms of application for shares, apply to ARCHIBALD J. SMITH, Esq., Broker, Throgmorton-chambers, London, E.C.; or to JOHN KEANE, Esq., 30, Great St. Helen's, London, E.C.; or to the Company's registered offices, Claremont-street, Shrewsbury, at all of which places the Memorandum and Articles of Association can be inspected.

E. CAVENDISH TAIHOURDIN, Secretary.

GLASDIR MINING COMPANY

(LIMITED).

MESSRS. WATSON BROTHERS (authorised by the Directors of the Company) OFFER the 1311 UNISSUED SHARES in this mine to the public at par.

The company was incorporated in August, 1867, in 6000 shares of £5 each. Of these 4689 have been issued, and are fully paid-up. The balance is now to be issued.

The deposit of copper, some of which contains more than an ounce of gold per ton, is of great extent, partaking somewhat of the nature of the great opencast at Parys Mountain.

The mine is well provided with machinery of the most modern construction, wholly worked by water-power, and capable of treating a large quantity of mineral. Ores of the value of upwards of £4000 have been sold—£1330 worth of which within the last five months. The monthly samplings are steadily increasing, and the mine is expected to enter upon profits early in the ensuing year.

Copy of the Report of the Manager of the Parys Mountain Mining Company, and all particulars, may be had of Messrs. WATSON BROTHERS, No. 1, St. Michael's-alley, Cornhill, or at the offices of the company, No. 4, New Broad-street, E.C.

THE STRANTON IRON AND STEEL COMPANY

(LIMITED).

WORKS—WEST HARTLEPOOL.

Incorporated under the Companies Acts, 1862 and 1867.

Capital £100,000, in 10,000 Shares of £10 each.

£1 payable on application, and £3 on allotment.

First call, £3 on 1st February, 1872. Remainder as required on giving one month's notice.

In the event of no allotment being made, the deposit will be returned in full.

DIRECTORS.

R. W. BARNETT, Esq., C.E., Victoria-street, Westminster.

R. O. BUCKLEY, Esq., Fenchurch-street, London.

JAMES COLQUHOUN, Esq., Royal Terrace, Edinburgh;

and Seaton Carew, West Hartlepool.

W. H. HIGGINS, Esq., Iron Merchant, Liverpool.

A. HIGGINS, Esq., Iron Merchant, London.

A. R. QUINCY, Esq., Mining-lane, London.

BANKERS—NATIONAL PROVINCIAL BANK OF ENGLAND, London.

NATIONAL BANK, Liverpool.

COMMERCIAL BANK OF SCOTLAND, Edinburgh and Glasgow.

SECRETARY (pro tem.)—E. HOWARD LEVERIDGE, Esq.

OFFICES,—110, CANNON STREET, LONDON, E.C.

ABRIDGED PROSPECTUS.

The object of this company is to take over and work the newly-erected Stranton Iron and Steel Works, situated at West Hartlepool, and to further develop and enlarge the same, for which property the owners have agreed to accept £35,000 in cash, and 3500 fully paid-up shares.

The purchase includes certain important patents, one being much used at these works for the manufacture of a superior quality of finished iron out of No. 4 Cleveland pig.

These terms have been arranged with the approval of A. Davy, Esq., C.E., of Sheffield, whose report is printed and enclosed in the prospectus. The property consists of four acres of freehold land, on which are erected the requisite buildings; comprising—puddling-furnaces capable of producing 10,000 tons of puddled bars per annum, also heating-furnaces, rolling-mills, steam-engines, steam-hammers—quite new, of the best make and materials, and with the most recent improvements, and all other necessary appliances for the purpose of manufacturing 15,000 tons of finished iron per annum.

Arrangements are being made for an enlargement, so as to increase the output to about 25,000 tons per annum, which can be effected for a comparatively moderate outlay, an estimate having been obtained to supply and lay down complete all necessary machinery for £10,000, with the requisite number of puddling-furnaces and boilers; this increase will materially diminish the cost of production, and thereby also proportionately augment the annual profit. The manufacture of steel rails is also in contemplation.

The works are now in operation, a considerable quantity of iron having already been produced and sold; large orders are also in course of execution at very remunerative prices. Taking the profit as obtained to supply and lay down complete all necessary machinery for £10,000, with the requisite number of puddling-furnaces and boilers; this increase will materially diminish the cost of production, and thereby also proportionately augment the annual profit. The manufacture of steel rails is also in contemplation.

The only contract entered into on behalf of the company is—1871, Dec. 4th, Agreement between R. O. Buckley, Esq., of the one part, and W. H. Higgins, Esq., on behalf of the company, of the other part.

Copy of the agreement and Articles of Association can be seen at the solicitor's office.

Full prospectuses and forms of application can be obtained of the brokers, the bankers, and at the offices of the company.

Offices, 110, Cannon-street, E.C., 6th December, 1871.

THE STRANTON IRON AND STEEL COMPANY

(LIMITED).

The SUBSCRIPTION LIST of this company will be CLOSED for LONDON on WEDNESDAY, the 20th instant, and for THE COUNTRY on THURSDAY, the 21st inst.

By order, E. HOWARD LEVERIDGE, Sec. pro tem.

110, Cannon-street, London, E.C., December 16, 1871.

TO THE SHAREHOLDERS OF THE ERIE RAILWAY.

GENTLEMEN.—The proceedings which I inaugurated for rescuing the Atlantic and Great Western Railway have been, with the unflinching aid and co-operation of Messrs. BISCHOFFSHEIM and GOLDSCHMIDT, successfully concluded. The road is restored to its owners, and the board of directors of the Reorganised Atlantic and Great Western Company includes some of the best known and most respected names in the United States, as a guarantee for its faithful administration hereafter.

The gross annual revenue of the Erie Railway is now £4,000,000 sterling, calculating the dollar at 4s., being about the same as that of the New York Central, running between the same points, viz.—New York and Buffalo. The capital length of the two roads, and their traffic resources are about the same, but the net revenue of the New York Central is £1,650,000, while that of the Erie appears scarcely £250,000, the whole of which is required to pay its bonded interest. Were the Erie Railway managed in the interests of the proprietors, as the New York Central is, a surplus of £1,400,000 would appear to be available for the Erie shareholders, from whom, however, it is now diverted through private contracts for loading and receiving freight, the construction of rolling stock, the purchase of supplies, and the working of the coal, petroleum, and through traffic. During the last three or four years, the capital stock has been increased by £10,000,000 sterling, and it is still increasing. No one outside of the "ring" knows its present amount. No dividends have been paid on the ordinary stock since 1865, when 8 per cent. was declared; or on the preferred stock since 1868.

I now propose, if supported by the Erie proprietors, to commence energetic proceedings for the removal of the present directors of the Erie Railway, and place in their stead an honest and capable administration. The time is opportune for rescuing your splendid property from its present scandalous position. I undertake this movement alike in the interests of the Atlantic and Great Western Railroad, with which I am more immediately connected, and of the Erie Railway proprietors, as well as for the justification of the laws of the United States, which, if rightly applied, will not fail in protecting your interests.

I have, therefore, to request that all Erie shares shall be deposited with Messrs. Bischoffsheim and Goldschmidt, who have consented to act as agents for the reorganisation of the Erie Railway, and to issue certificates for the same as in the reorganisation of the Atlantic and Great Western Railway. There is reason to believe that the policy which has resulted so satisfactorily in the one instance will be equally successful in the other. Their agency will not be in any way antagonistic to the action or objects of the existing "Protection Committee," but will, on the contrary, be directed to the very end that committee has in view. The shares will be received without charge, and will not be subject to any contribution until the administration of the railway is reformed, and payment of dividends resumed. In order to check the issue of shares, which continues to overflow all restrictions placed on it either by the Protection Committee or by the laws of New York, the actual deposit of the shares with Messrs. Bischoffsheim and Goldschmidt and consequent conversion into certificates is imperatively necessary. It being essential to limit the time for such deposit, so as to prevent any issue of fresh shares being made available for that purpose, no shares will be received by Messrs. Bischoffsheim and Goldschmidt after the date named in the subjoined advertisement.

The legality of Erie shares, for which certificates will be issued by Messrs. Bischoffsheim and Goldschmidt, will not be contested.

Effective action can only be secured by the hearty co-operation of a very large proportion of the proprietors. It is, therefore, to be hoped that all English and continental holders will at once join in this new effort for the recovery of their property.

Messrs. W. and H. P. Sharp, who acted as solicitors in the Atlantic reorganisation, will again give their services in the present instance.

JAMES MOHENRY.

1871, ERIE RAILWAY REORGANISATION.

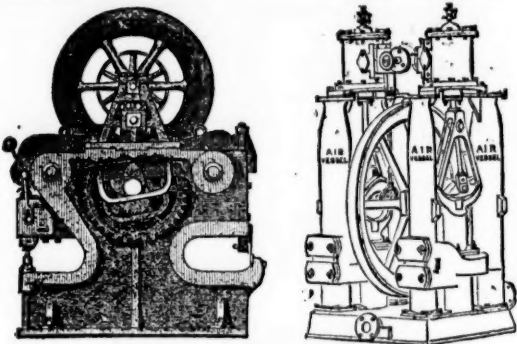
MESSRS. BISCHOFFSHEIM and GOLDSCHMIDT are PREPARED to RECEIVE SHARES of the ERIE RAILWAY COMPANY and issue their certificates in exchange. No shares will be received unless deposited at their counting-house, Founders' Court, Lothbury, E.C., on or before Saturday the 23rd instant. After that date the advantage of joining in this movement must, in the general interest, be positively restricted.

London, 12th December, 1871.

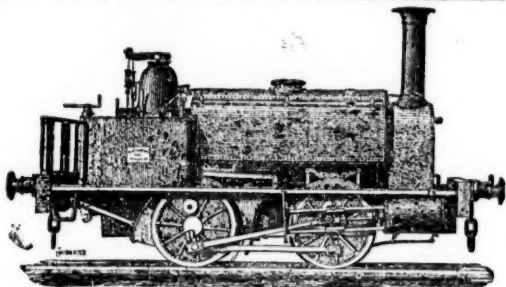
MR. R. PERCY ROBERTS, FINANCIAL AGENT, 60, ENGLISH STREET, CARLISLE.

ENGINES, 3 to 14 horse power, in excellent order.
 PIT WINDING GEAR made at a short notice suitable for portable engine
 FOR SALE, a first-class MORTAR MILL.
 Apply to—
BARROWS AND STEWART, ENGINEERS, BANBURY.

THE
DARLINGTON WAGON COMPANY,
MANUFACTURERS OF
RAILWAY WAGONS
OF EVERY DESCRIPTION,
For Cash, or on Deferred Payments, or Hire.
Repairs executed with Dispatch, on Reasonable Terms.
Offices and Works,
ALBERT HILL, DARLINGTON.

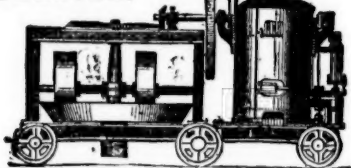


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MAKER OF
STEAM PUMPS, PORTABLE ENGINES, PLATE BENDING ROLLERS
BAR AND ANGLE IRON SHEARS, PUNCHING AND SHEARING
MACHINES, PATENT OF THE DOUBLE CAM LEVER
PUNCHING MACHINE, BAR SHEARS, AND RAIL
PUNCHING MACHINES,
EGERTON STREET IRON WORKS,
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TANK LOCOMOTIVES,
FOR SALE OR HIRE.
HENRY HUGHES AND CO,
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Late Nathan Gough, A.I.C.E.,
ENGINEER,
And Manufacturer of
Portable Engines, Pumps, Cranes, Mortar
Mills, &c., &c.,
BACK QUAY STREET WORKS,
MANCHESTER.



For Excellence
and Practical Success
of Engines



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Model exhibited by
this Firm.

HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,
CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,
MANUFACTURERS OF
PUMPING and other LAND ENGINES and MARINE STEAM ENGINES of
the largest kind in use. SUGAR MACHINERY, MILLWORK, MINING
MACHINERY, and MACHINERY IN GENERAL.
SHIPBUILDERS IN WOOD AND IRON.

SECONDHAND MINING MACHINERY FOR SALE,
IN FIRST-RATE CONDITION, AT MODERATE PRICES.
PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES
STEAM CAPSTANS; and CRUSHERS of various sizes, BOILERS
PITWORK of all descriptions, and all kinds of MATERIALS required
for MINING PURPOSES.

THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK AT HAYLE FOUNDRY WHARF, NINE ELMS,
by previous application at either of the above addresses.

JOHN AND EDWIN WRIGHT
PATENTERS,
(ESTABLISHED 1770.)
MANUFACTURERS OF EVERY DESCRIPTION OF
IMPROVED

PATENT FLAT AND ROUND WIRE ROPES
From the very best quality of charcoal iron and steel wire.
PATENT FLAT AND ROUND HEMP ROPES.
SHIPS' RIGGING SIGNAL AND FENCING STRAND, LIGHTNING CON-
DUCTORS STEAM PLOUGH ROPES (made from wire and horsehair)
patent steel wire, HEMP, FLAX, ENGINE LARK, COTTON WASTE,
TARPAULING, OIL SHEETS, KATTICE CLOTHS, &c.

UNIVERSITY WORKS, MILLWALL, POPLAR, LONDON.
UNIVERSITY WORKS, GARRISON STREET, BIRMINGHAM.
CITY OFFICE, 50, 51, LEADENHALL STREET, LONDON, E.C.

ACCIDENTS CAUSE LOSS OF LIFE.
ACCIDENTS CAUSE LOSS OF TIME.
ACCIDENTS CAUSE LOSS OF MONEY.

PROVIDE AGAINST ACCIDENTS OF ALL KINDS
BY INSURING WITH THE
RAILWAY PASSENGERS' ASSURANCE COMPANY.
An annual payment of £3 to £5 insures £1000 at death, or an allowance
the rate of 25 per week for injury.
£500,000 have been paid as compensation—
One out of every 12 Annual Policy Holders becoming a claimant each year
For particulars, apply to the Clerks at the Railway Stations, to the
Local Agents, or at the Offices—
64, CORNHILL, and 10, REGENT STREET, LONDON.
WILLIAM J. VIAN, Secretary.

IN FROSTY AND FOGGY WEATHER
SPENCER'S PULMONIC ELIXIR
Will be found a great source of comfort for persons suffering from asthma and
disorders of the chest and lungs. May be obtained of all respectable medicine
vendors in the kingdom. In bottles at 1s. 1½d. and 2s. 9d. each.

MECHANICAL VENTILATORS FOR MINES
MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
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HAVE now a speciality for the construction of the "GIBBAL"
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LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES,
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superior specification, equal to their first-class Railway Engines, and specially
adapted to sharp curves and heavy gradients, may always be had at a short
notice from—

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CRUSHER ROLLS.

THE SANDYCROFT FOUNDRY AND ENGINE WORKS
COMPANY (LIMITED).
Are now MANUFACTURING CRUSHER ROLLS OF PECULIARLY HARD
AND TOUGH METAL, and are OPEN TO UNDERTAKE THE SUPPLY OF ANY
QUANTITY, and to any PATTERN REQUIRED.

Prices and particulars of the above, and of every description of Mining En-
gines, Boilers, Forgings, Pitwork, Water Wheels, Crushing, Dressing, and Amal-
gamating Machinery, and Mining Tools of all kinds, &c., &c., may be obtained
on application at the works of the company,

SANDYCROFT, near CHESTER; or at their London Office,
MESSRS. JOHN TAYLOR AND SONS, 6, QUEEN STREET PLACE, E.C.

F. G. MULHOLLAND'S
PATENT PHOSPHORISED PRESERVATIVE
AND
ELASTIC ENAMEL COMPOSITIONS

FOR PREVENTING FOULING ON SHIPS' BOTTOMS
AND PRESERVATIVELY COATING EXTERNAL OR INTERNAL TIM-
BER AND METALLIC CONSTRUCTION of every kind.

These invaluable mediums are supplied in a liquid state, of any required tint,
ready for use in all climates. They set almost immediately without smell; cost
less than ordinary colour; their application does not require skilled labour;
two coats produce an effective stain and varnish; they afford absolute protec-
tion to timber from dry rot; and being proof against humidity are specially
adapted as glue for joiners' and cabinet-makers' work generally.
Particulars and prices of the preparations—

21, GREAT ST. HELENS, BISHOPSGATE, E.C., LONDON.

THE TAVISTOCK FOUNDRY, IRON WORKS,
AND HAMMER MILLS,
ESTABLISHED MORE THAN HALF A CENTURY,
have been purchased by

NICHOLLS, MATHEWS, AND CO.,

Who are in a position to MANUFACTURE ALL KINDS OF ENGINEERING
AND FOUNDRY WORK, SHOVELS, and MINING TOOLS of every
description; and have had a large experience in preparing
MACHINERY FOR FOREIGN MINES,
As well as selecting mechanics to erect the same.

N. M. AND CO. have always a STOCK of SECOND HAND MATERIALS.

BENNETT'S SAFETY FUSE WORKS,
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BLASTING FUSE FOR MINING AND ENGINEERING
PURPOSES,

Suitable for wet or dry ground, and effective in Tropical or Polar Climates.

W. BENNETTS, having had many years' experience as chief engineer with
Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety
of his own manufacture of best quality, and at moderate prices.
Price Lists and Sample Cards may be had on application at the above address.

MACHINE-ORNAMENTED GLASS, METAL, WOOD, &c.

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INVENTORS and SOLE PROPRIETORS of the PROCESS for ORNAMENT-
ING in GOLD and COLOURS on all surfaces, shapes, and sizes. It is superior
to, and in many cases impossible to be done by, skilled and artistic hand labour.
The process is peculiarly adapted for superseding glass writing in all its pur-
poses, by its superiority, cheapness, and durability.

WALL TILES AND DECORATIONS, FACIAS, SIGN BOARDS,
SHOW TABLES, &c.

WORKS: 10, FEATHERSTONE BUILDINGS, HOLBORN, W.C.;
And 23, SOUTH CASTLE STREET, LIVERPOOL.

THE HOWARD SAFETY BOILER,

For STATIONARY and MARINE ENGINES, has the following advantages:—

SAFETY; NO RISK from DANGEROUS EXPLOSION; HIGH-PRESSURE STEAM, with ECONOMY OF FUEL; perfect
circulation, and ready means of removing sediment.
Saving of cost and time in repairs; portability, and, for export, great saving in freight.

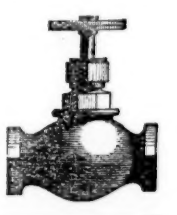
Patentees and Manufacturers: **J. and F. HOWARD, Britannia Iron Works, Bedford.**

LONDON OFFICE: 4, CHEAPSIDE (three doors from St. Paul's).



IMPROVED VALVES AND TAPS,
FOR WATER, STEAM, GAS, ETC.,

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SALFORD IRONWORKS, MANCHESTER.



ILLUSTRATED SHEET, WITH PRICES, CAN BE HAD ON APPLICATION.

J. WOOD ASTON AND CO., STOURBRIDGE

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Manufacturers of

CRANE, INCLINE, AND PIT CHAINS,

Also CHAIN CABLES, ANCHORS, and RIGGING CHAINS, IRON and STEEL SHOVELS, SPADES and
FORKS, ANVILS, VICES, SCYTHES, HAY and CHAFF KNIVES, PICKS, HAMMERS, NAILS,
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Crab Winches, Pulley and Snatch Blocks, Screw and Lifting Jacks, Ship Knees, Forgings, and Use Iron of all descriptions.

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BY APPOINTMENT TO HER MOST



GRACIOUS MAJESTY THE QUEEN.

FEARFUL

BOILER EXPLOSIONS AVOIDED BY USING PAYNE'S ANTI-CORROSIVE FLUID.

It is highly recommended by Engineers to Proprietors of Steam Boilers (Marine or Stationary) for PREVENTION and REMOVAL
of INCORUSTATION. The price is 6s. per gallon. One gill per horse power per week will remove any incrustation from old boilers,
and keep new perfect.

[CERTIFICATE.]

"DEAR SIR,—I have minutely examined your Anti-Corrosive Preparation, and can state with confidence that in no way is it in-
jurious to iron or brass. It is inodorous and perfectly harmless, even when swallowed.
"Mr. Payne."

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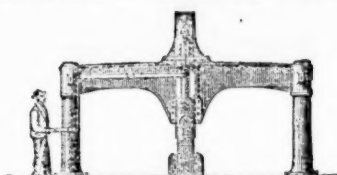
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12000	Roman Gravel, t. Salop	7 10 0	17 1/2
6889	Rosewell Hill and Ransom, t. c.	1 0 0	13 1/2
512	South Caradon, c. St. Cleer	4 0 0	210
6000	South Condurrow, t. c. Camborne	5 5 6	9 1/2
6000	South Wheal, t. Cardigan	5 5 6	9 1/2
937	South Wh. Crofty, t. Illogan	34 10 0	40
496	St. Wh. Frances, c. Illogan	18 10 0	75
242	Spearn Moor, t. St. Just	10 10 0	12
940	St. Ives Consols, t. St. Ives	10 15 0	15 1/2
8711	St. Just Amalgamated, t. c.	3 10 0	—
12000	Tankerville, t. Salop	6 0 0	17 1/2
4000	Tinctor, t. c. Pool, Illogan	9 0 0	70
4000	Trum Co. of Ireland, t. c.	5 15 0	18
15000	Van, t. Cardiganshire	4 5 0	50
2048	West Wheal Frances, t. Illogan	10 0 0	17
400	W. Wheal Saxon, c. Camborne	47 0 0	160
12288	Wheal Arthur, t. Calstock	1 0 0	—
512	Wheal Bassett, c. Illogan	4 2 6	160
512	Wheal Breville, c. Camborne	11 10 0	10 1/2
4295	Wheal Killy, t. c. Agnes	5 4 6	15
1024	Wheal Killy, t. c. Agnes	3 10 6	18
896	Wheal Margaret, t. Uny Lelant	12 10 0	18
1024	Wheal Mary Ann, t. Menheniot	10 0 0	10 1/2
1000	Wh. Mary Hutchings, t. Plymouth	2 12 6	—
80	Wheal Owies, t. St. Just	70 0 0	—
12000	Wheal Russell, c. Tavistock	1 0 0	—
4096	Wheal Uny, t. c. Redruth	10 14 6	10 1/2
7100	Wicklow, c. t. Wicklow	2 10 0	9 1/2

FOREIGN DIVIDEND MINES.			
Share.	Mines.	Paid.	Last Pr.
35000	Alamillos, t. Spain	2 0 0	13 1/2
150000	Almaden Consolidated, s. t.	1 0 0	13 1/2
150000	Australasian, c. South Australia	7 7 6	13 1/2
30000	Central Copper Mining, t.	7 0 0	18
21000	Colorado Terrible, c. Colorado	0 15 0	—
76162	Don Pedro North del Rey	5 0 0	4 1/2
25000	Eberhardt & Aurora, s. Nevada	10 0 0	15
70000	English and Australian, c.	2 10 0	—
25000	Fortuna, t. Spain	2 0 0	3
60000	Kapunda Mining Co., Australia	1 3 0	3 1/2
50000	Linares, t. Spain	3 0 0	3 1/2
50000	Panicle, t. c. Chile	4 0 0	3 1/2
10000	Pontigbau, t. c. Chile	30 0 0	19
100000	Port Phillip, c. Chile	1 0 0	13 1/2
120000	Scottish Australian Min. Co.	1 0 0	13 1/2
112500	Sierra Buttes, c. California	2 0 0	5 1/2
60000	South Aurora, s. Nevada	5 0 0	2 1/2
11000	St. John del Rey, Brazil	15 0 0	3 1/2
15000	Sweetland Creek, c. California	4 0 0	3 1/2

NON-DIVIDEND FOREIGN MINES.			
Share.	Mines.	Paid.	Last Pr.
50000	Anglo-Argentine, s. t. Argentina	1 0 0	13 1/2
20000	Anglo-Australian, c. Victoria	1 0 0	13 1/2
100000	Anglo-Brazilian, s. t.	0 17 0	—
10000	Australian United, c. Victoria	2 10 0	—
15000	Birds Creek, c. California	4 0 0	4 1/2
50000	Braganza, s. t. Brazil	0 15 0	—
20000	Brazilian, c. Rio Grande do Sul	0 15 0	—
7500	Champion, s. t. Colorado	2 0 0	—
53000	Chontales, s. t. Nicaragua	10 0 0	—
6000	Clifton, c. Colorado	3 0 0	—
100000	Culaba, c. Minas Geraes, Brazil	0 15 0	—
100000	Culaba, c. Minas Geraes, Brazil	0 15 0	—
40000	Emma, s. t. Utah	0 19 0	—
3000	Flagstaff, t. Utah	1 0 0	—
40000	Fortune Copper Mining, c. Australia	2 0 0	—
50000	Frontino and Bolivia, s. t. New Granada	2 0 0	—
150000	General Brazilian, s. t.	2 0 0	—
1000	Great Western, s. Nevada	2 0 0	—
26000	Guerrero, c. Mexico (total cap. £50,000 shares of £1)	0 10 0	—
12400	Hilco, t. c. California	5 0 0	—
100000	Imperial Ottoman, s. t. Turkey	1 0 0	—
20000	J. X. L., c. California	5 0 0	—
50000	Javal, s. t. Nicaragua	5 0 0	—
11000	Kansas, c. Colorado	2 0 0	—
7927	Lustitulan (Portugal) (s. t. shares)	5 0 0	—
30000	Malpas, c. Colombia	2 0 0	—
30000	Mineral Hill, s. Nevada	0 10 0	—
15000	New Rosario, s. Mexico	1 0 0	—
15000	Pastorena United, c. Italy	7 0 0	—
20000	Pastorena, s. Nevada	3 0 0	—
41000	Richmond Consols, s. Nevada	4 0 0	—
100000	Rosa Grande, c. Brazil	5 0 0	—
30000	Russia, c. Orenburg and Ural	0 15 0	—
150000	Sao Vicente, Brazil	5 0 0	—
27500	Silver Star, s. Nevada	10 0 0	—
13000	South Utah, s. Colorado	0 40 0	—
100000	Taquaril, c. Brazil	5 0 0	—
15000	Thornhill Reef, c. Utah	0 19 0	—
20000	Tolima, s. c. New Granada	1 0 0	—
40000	Tolumine, c. California	2 10 0	—
13174	United Mexican, s. Mexico	2 0 0	—
15000	Utah, s. t. Utah	2 0 0	—
75000	York Peninsula, c. South Australia	1 0 0	—
45000	Yudamutana, c. South Australia	3 0 0	—

NON-DIVIDEND MINES.			
Share.	Mines.	Paid.	Last Pr.
12000	Bog, t. Shropshire	5 0 0	—
12000	Cape Gwyn, t. Cardiganshire	2 0 0	—
12000	Cwm Vron, t. Llanidloes (some shares are 30s. paid)	2 10 0	—
512	East Gwilt, t. Redruth	45 0 0	18
5000	Gorsedd and Celyn Level, t. Flintshire	5 10 0	3 1/2
6000	Hington Down, c. Calstock	2 0 0	—
400	New Wheal Seton, c. Camborne	6 40 0	—
12000	Parys Mountain, c. Anglesea	78 0 0	—
12000	Penryn, t. Shropshire	2 18 6	—
13000	Perran Wheel, t. Carnarvonshire	2 0 0	—
12000	Plymouth, t. t. Perranzabuloe	0 15 0	—
12000	Van Consols, Llanidloes	2 5 0	—
6000	West Basset, c. Illogan	2 10 0	—
12288	West Caradon, c. St. Cleer	3 0 0	—
12000	West Maria and Fortescue, c. Lamerton	3 12 0	—
6000	Wheal Tankerville, t. Salop	3 0 0	—
512	Wheal Trefor, c. Illogan	8 19 0	—
386	Wheal Trefor, c. Illogan	43 15 0	—
6396	Wheal Trefor, c. Illogan	3 1 6	—

NON-DIVIDEND MINES.			
Shares.	Mines.	Paid.	Last Pr. Ans. don't.
25000	Aberdunant, t. Llanidloes	1 0 0.	..
20000	Allt-y-Crib, t. Tal-y-bont	2 0 0.	23% 2 3/4
1200	Balmynear, t. Wendron	2 10 0.	..
30000	Bannfydd Copper Min. Co.	1 0 0.	.. 1 1/4
4000	Bellford Consols, c. Tavistock	3 5 0.	.. 4 7 1/2
5000	Bine Hills, t. c. St. Agnes	4 15 0.	.. 2 3/4 3/4
20300	Brynbor, t. Cardigan	1 11 0.	.. 8 1/4 3 3/4
7500	Brynystwith, t. Cardigan	1 0 0.	..
12300	Budnick Cons., t. Cardigan	2 0 0.	.. 2 1/4 2 1/4
8000	Bwadrin Cons., t. Cardigan	3 7 6.	..
5934	Bwch Cons., t. Cardigan	4 2 6.	..
30000	Caldbeck Falls, t. Llanidloes	1 17 6.	..
858	Carroll, s. t. Newlyn	18 5 7.	6 1/4 4 5
1000	Carn Camborne, c. Cambra.	3 4 6.	..
100	Cathel Gate, t. c. St. Colomb	10 0 0.	..
1000	Cathedral, t. c. Gwennap	1 10 0.	..
2000	Cefn Brynno (lin. to £5)	3 10 0.	..
5000	Cefn Consols, t. Flintshire	5 0 0.	..
3000	Chilverton, t. Llanidloes	11 5 0.	..
3000	Chilverton Moor, t. Perran	8 0 0.	..
3000	Chilverton Valley, t. Perran	8 0 0.	.. 1 1/4
500	Cornorree, c. sul. Wicklow	100 0 0.	.. 61
1055	Corradock Moor, c. St. Cleer	15 8 0.	..
512	Creegbrasse, t. Kea	62 0 0.	.. 13 15
50000	Crenn & Wical Abraham	2 0 0.	2 1 1/4 3
12000	Dolwen Consols, t. Llanidloes	6 8 0.	..
5000	Duchy and Stuckey, t. Cardigan	1 0 0.	13% 1 1/4 1 1/4
5000	Dyffell Consols, s. t. Mont.	1 0 0.	..
6000	East Bottle Hill, t. Plymouth	5 0 0.	.. 11 13
4000	East Chilverton, t. Llanidloes	4 7 0.	..
12000	E. Cwm Vron, t. Llanidloes	2 0 0.	.. 2 1/4
4000	E. Gunnelswoath, t. Illogan	10 0 0.	..
5000	East Liangynog, t. St. Bed.	13 2 0.	..
3640	East Providence, t. Llanidloes	7 15 0.	3% 3 3/4
5610	East Seston, c. Camborne	1 10 0.	.. 8 1/4 8 1/4 8 1/4
25000	East Terras, t. St. Austell	1 0 0.	.. 1 1/4 1 1/4
15000	East Van, t. Llanidloes	5 0 0.	.. 8 1/4 8 1/4 8 1/4
5000	Excelsior, t. Stoke Climsland	0 8 6.	..
1200	Fedw, t. Llanidloes	0 7 6.	..
12000	Florence & Tonkin Unithos	10 0 0.	..
1000	Florence, t. Perranuthnoe	0 8 6.	..
5100	Florida, s. t. Cardiganshire	3 0 0.	.. 4 8
1000	Francis Consols, t. c.	0 15 0.	.. 5 8 1/4
12000	Furze Hill, t. Tavist	6000 £1 p., 6000 10s p.]	..
12000	G. Mach, s. t. Liangadog	2 0 0.	..
1000	Glain Pedror, t. Cardigan	10 0 0.	.. 12 1/2 15
2000	Glamorgan Consols, t. Llanidloes	1 0 0.	..
5000	Glasgow Caradon, t. Llanidloes	10 0 0.	..
7000	Goghanan, Cardigan, t. Llanidloes	10 0 0.	..
6144	Gonamena, c. St. Cleer	13 10 0.	..
4000	Great Caradon, c. St. Ives	3 4 0.	..
2500	Gr. N. Laxey (Isle of Man)	1 0 0.	13% 1 1/4 1 1/4
2000	Gr. Retallack, s. t. Perran	3 8 0.	..
3000	Gr. Rock, t. Corwen	4 5 0.	..
4000	Gr. Royalton, t. Roche	1 6 0.	..
5000	Gr. Snaefell, t. L. of Merioneth	0 7 6.	..
2000	Gr. S. Chilverton, s. t. Perran	2 10 0.	..
2000	Gr. West Chilverton, s. t.	2 0 0.	..
4000	Gr. Western, t. c. Breage	2 0 0.	..
4000	Gr. Wh. Lovell, t. Wendron	1 10 0.	..
2000	Haydar Park, t. Llanvau	1 7 0.	1% 3/4 1 1/4
4000	Harlech, s. t. c. Merioneth	5 0 0.	..
2000	Hollyb's Hill (c. St. Neot)	1 10 0.	..
1000	Holyford, c. Tipperary	1 0 0.	..
962	Leeds and St. Aubyn, t. c.	23 12 0.	7 9
1000	Llanarmon, Denbigh	1 0 0.	..
1000	Lyvervogl, t. Cardiganshire	1 0 0.	..
120	Llunell Consols, Wendron, t.	0 12 0.	..
4000	Molenaar, c. Hayle	4 0 0.	..
562	Minera Union, t. (2500 £4 p., 2100 £2 15s p.)	1 0 0.	..
144	Nanglles, t. c. Kea	8 8 0.	..
200	Nant-y, t. Montgomery	1 0 0.	..
200	Nant-y-Blaid, t. s. t. Mont.	1 0 0.	.. 2 1/4
200	New Beldin, t. Northumb.	0 15 0.	..
200	New Central Smallbeck	1 0 0.	..
256	New Clifford, c. Gwennap	3 17 6.	..
200	New Crow Hill, t. St. Stephen	3 19 0.	..
200	New Hendra, t. Llanidloes	0 15 0.	..
200	New Hingston, t. Breage	0 8 6.	.. 7 1
200	New Rosewarne, c. Gwennap	0 15 0.	..
200	New Victoria, c. Ashburton	2 10 0.	13 12 14
200	New Wheal Charlotte, t. c.	1 10 0.	.. 3 1/4 2 1/4
200	New Wh. Grylls, t. Perranz	0 11 0.	.. 1 1/4 1 1/4
200	New Wh. Lovell, t. Wendron	3 9 6.	.. 3 1/4 2 1/4
200	New Wh. Speedwell, t. c.	1 0 0.	..
200	New Wh. Tawel, t. Illogan	0 11 6.	..
200	N. Wh. Towan, t. c.	1 19 6.	..
200	North Downs, c. Redruth	8 17 0.	..
200	North Kingston, c. s.	0 0 0.	..
200	North Lovell, t. Wendron	5 0 0.	..
200	North Pool, c. Illogan	2 0 0.	2 1/4 2 1/4
200	North Roskever, c. Camborne	64 9 0.	32% 25 30
200	North Tankerville, t. Salop.	1 0 0.	..
200	N. Trekerby, c. St. Agnes	2 3 4.	..
200	O. Kel Tor, c. Calstock	3 0 0.	.. 1 1/4
200	Old Botlle Hill, t. Plymouth	1 0 0.	.. 8 7 1/4 8 1/4
200	Old Trebruggitt, s. t. Cornwall	1 1 0.	..
200	Pen Allt, t. Carnarvonshire	2 0 0.	..
200	Penhale Wh. Vor, t. c. Helston	11 13 0.	..
200	Perkins Beach, t. Salop.	1 0 0.	13% 13 1/4
200	Perran Consols, t. Perran	2 3 0.	..
200	Perran Wical Virgin	1 15 0.	.. 3/4 3/4
200	Pilbreen, t. St. Agnes	4 10 0.	..
200	Princess of Wales, c. t.	0 11 0.	.. 3 1/4 4
200	Radnor, s. t. Wales	2 10 0.	.. 3 1/4 4
200	Redmoor, c. t. Callington	2 5 0.	..
200	Rhydalcol, s. t. Cardiganshire	1 0 0.	..
200	Rose and Chiv. U. t. Newlyn	8 0 0.	..
200	Russell, c. t. Symybridge	0 6 0.	..
200	South Carn Brea, c. t.	1 0 0.	..
200	So. Great Work, t. St. Hilary	11 6 0.	67% 7 7 1/4
200	So. Harlewood, t. Liskeard	5 0 0.	..
200	So. Liskeard, t. Liskeard	5 0 0.	..
200	So. Liskeard, t. Liskeard	0 12 6.	..
200	So. Merilyn, t. Flint (c. 2 shrs)	2 0 0.	2 1 1/2
200	South Redmoor, c. Call.	0 5 0.	..
200	So. St. Annan Gravel, t. Salop.	1 10 0.	14% 13 1/4 13 1/4
200	South Ward, t. Beerferris	1 7 6.	..
200	St. Agnes Consols, t. St. Just.	8 4 4.	..
200	St. Annan Gravel, t. Salop.	2 0 0.	.. 27% 23 1/4 26
200	St. Aubyn United, c. Gwennap	2 0 0.	.. 3 1/4 3 1/4
200	Tamar, s. t. Liffon, Devon	1 0 0.	..
200	Tamar Valley, s. t. Liskeard	7 8 0.	3 1/4 3 1/4 3 1/4
200	Tan-yr-Alle, t. Carnarvon	3 0 0.	..
200	Tolva Valley, t. Bar, Bridford	1 0 0.	..
200	Tolva Valley, t. Bar, Bridford	1 0 0.	..
200	Tin Hill, t. St. Austell	1 8 0.	..
200	Tin Valley, St. Neot	1 4 0.	..
200	Traunack, c. t.	5 0 0.	..
200	Trelegh Wood, t. Redruth	2 0 0.	15 19 1/4 15
200	Trevelan and Trethurny	22 11 0.	31 28 30
200	Trevelan, t. c. Uuy Lelant	3 2 6.	.. 3 1/4 3 1/4
200	Trevelan, t. c. Uuy Lelant	11 14 6.	..
200	Trevelan, t. Cardiganshire	35 0 0.	..
200	Trevelan, s. t. Cardigan	3 0 0.	..
200	Trevelan, s. t. Cardigan	1 0 0.	..
200	Trevelan, s. t. Cardigan	1 0 0.	..
200	Trevelan, s. t. Cardigan	1 0 0.	..
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200	Trevelan, s. t. Cardigan	1 0 0.	..
200	Trevel		